HIGHWAY MILEAGE REPORTS

PRIMARY STATE HIGHWAY SYSTEM - RURAL
1937 through 1945

(EXHIBIT 1)

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUPLIC

Shoot 1 of 4

PROJECT RECORD OF ROAD CONSTRUCTION

Maryland

FOR YEAR ENDED DECEMBER 31, 19....

			Ro	AD REPLACED			R	ROAD BUILT		MANAGE AND	
Proj	ECT No.		Type of road				Type of road				NET MILES
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1) .Wo252-1	(2)	(3) Stephen Decatur Mem. Rd	. New Location	(5)	(6)	(7)	Stone (8)	(9) E-6	2l;	(11) 0.333	(12)
Maint.	Ch 1	Md. 563-from Md. 426 to End Md. 563	16' Gravel	E-6	16	3.157	Bit. Surf. Treated	F-9-	16'	3-157	
Waint,	K	Md. 652 in Kennedy, ille	Gravel	E-6	16	0.075	Bit. Surf. Treated	F-9	16'	0.075	//
40 .	T	Md.332 Aurora St. in Easton	Gravel	E-6	2'	0.110	Bit. Pen.	H-19	24	0.110	V
F-433-611	F	Md. 383 Broad Run to 0.085 mi twd Jefferson	Pen. Mac.	H-19	24.	0.100	Pen. Mao.	H-19	161	0.100	
7-433-611	F	Md.383 0.219 mi from Broad Run to 0.161 mi	Pen. Mac.	н-19	16	0.161	Pen. Mao.	H-19	16'	0.161	
F-433-611	F	Md.383 0.591 mi from Broad Run to 0.421 twd	Pen. Mac.	н-19	16'	0.121	Pen. Mac.	H-19	16'	0.421	
3	DA-NR-19A	Jefferson Hermanville to So. Gate	Stone	E-6	16'	1,110	Bit. Cone.	1-23	221	1,110	
		Haval Air Sta.					*				
SN-263	DA-MR-19A	Jarboesville to Hermanville	Bit. Surf. Treated	F-9	24.	2.079	Bit. Cone.	1-23	24'	2.079	
W1-218-111	(1)	U.S.213 Salisbury Town Limits to Parsonsburg	20' Mix. Bit.	0-14	20'	5.950	Bit. Conc.	1-24	201	5.950	1
Wi-218-111	XXI.	U.S.13 from Md.663 to Somerset Co. Line	20' Mix. Bit.	G-14	20'	1.310	Bit. Conc. Spec. "B"	1-21	201	1.300	
c-161-3-556	450-C	Nr. Port Republic to	Mix. Bit.	G-16	22'	7.980	Bit. Conc. Spec. "B"	1-24	221	7.980	
B-530	D	Md.20 B.C. Line Randallstown	16' Bit. Pen / 2-3' Cono. Sho.	H-19	221	4.807	Bit. Cons.	1-31	221	4.807	
AA-354-311	119	Dorrs Cor. to 0.17 mi twd Glen Burnie	16' Bit. Cone / 2-2' Cone. She.	1-24	20'	0.170	Bit. Conc. Spec."B"	I-24	21,	0.170	
AA-354-311	,	Old U.S. 301 to 0.23 mi South	15' Bit. Cone / 2-3' Cone. Sho.	1-24	21'	0.230	Bit. Conc. Spec."B"	1-24	থ্য,	0.230	

PROJECT RECORD OF RAD CONSTRUCTION

Haryland STATE OF

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19.15

			Road	REPLACED			Ro	AD BUILT			N T
Projec	CT No.		Type of road				Type of road				NET MILES ABAN-
State	Federal	Location	Description	Type symbol	Width n feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONED (7-11
(1) -538-511	(2)	(8) U.S.301 7.99 mi S. of	Bit. Conc.	(5)	2(6)	(7) 3.735	Bit. Conc. Spec. "B"	(9)	(10)	(11) 3.735	(12)
· · · · · ·		AA Co. Line to 3.735								~ ~ 6 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	
	,	mi twd Upper Marlboro									
- 519-1-411	12	U.S. 1 Patapsco River	Bit. Conc.	1-24	42	0.026	Bit. Conc.	I-51	421	0.026	/
3-3-1-411	14	U.S.1 Patapsco River	Bit. Conc.	1-એ	40	0.775	Bit. Conc.	1-24	1401	0.775	
510-1-1-1	6	U.S.1 Mayfield Ave to	Bit. Conc.	I-21	401	2.228	Bit. Conc.	I-d.	40'	2.228	/
3-519-1-411	12	City Line									
2-538-511	Ar	U.S.301 0.17 mi from	Bit. Conc.	I-24	24	0.025	Bit. Cone. Spec. "B"	1-24	थः'	0.025	
-7,000		U.S.50 to 0.025 mi twd									
		P.G. Co. Line									
-538-511	T +		15' Bit. Conc. / 2-2.5'	1-21	201	0.030	Bit. Cono. Spec. "B"	1-24	र्थः	0.030	}
- 122		U.S. 50 to 0.03 mi twd									
		P.G. Co. Line									
-538-511	FA	U.S.301 0.225 mi from	Bit. Conc.	1-24	24'	0.005	Bit. Conc. Spec."B"	1-24	र्था,	0.005	
		U.S.50 to P.G. Co.Line						~~~~~~~~			
P-538-511	64	U.8.301 AA Co. Line to	Bit. Conc.	1-54	21'	0.320	Bit. Cone. Spec. "B"	1-24	डी'.	0.320	V
		0.32 mi South					3			2 700	
P-538-511	63	U.S.301 0.32 mi from	Bit. Cone.	1-24	थ्।	1.700	Bit. Conc. Spec. "B"	1-24	श्र,	1.700	k
		AA Co. Line to 1.70 mi			~						
		twd Upper Markboro				·	t to the state of	7 01.	21'-	3.000	
P-534-511	<u>f</u> G	U.S.301 2.02 ml from	Bit. Conc.	1-24	a,	3.000	Bit. Conc. Spec."B"	1-24	ett -	7.000	
		AA Co.Line to 3.00 mi									
		twd Upper Marlboro					the state of the s	I-24	24.	1.970	
kot.	Pay	U.S.301 5.02 mi S. of	Bit. Conc.	I-31	व्यः	1.970	Eit. Conc. Spec. "B"	4-44			P.
		AA Co Line to 1.97 mi									-
		twd Upper Marlboro									
P-534-511	PG	U.S.301 5.99 mi S. of		1-24	571.	1.000	Bit. Cono. Spec. "B"	1-24	24'	1.000	
******************		AA Co. Line to 1.00 mi									
	BEAR STATE	twd Upper Marlboro		10000							

PROJECT RECORD OF ROAD CONSTRUCTION

Primary State Highway System - Rural

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19.45

			ROAD	REPLACED			Roz	AD BUILT			
Ркол	ECT No.		Type of road				Type of road				NET MILES
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1) P-538-511	(2)	U.S.301, U.S.50 in AA	15' Bit. Cone. \$ 2-2.5'	(5) I-2L	(6)	(7)	Bit. Conc. Spec. "B"	(9) 1-2L	(10)	(11)	(12)
		Co. te 0.17 mi twd	Conc. Sho.						~		
		P.G. Co. Line						4			
Ho-219-3 /	USI HO	P.G. Co. Line two Balto	Bit. Conc.	I-24	40'	2.138	Pit. Conc. Spec. But	1-24	401	2.138	
A. 554-311	GA!	0.17 mi from Dorrs Cor.	201 Conc.	J-26	201	1.085	Bit. Conc. Spec. "B"	1-24	थ्र,	1.085	
		to 1.085 mi twd GlenBur	nie								
B-530	e, V	Md. 146 Towson-Ridgely Gate	15' Conc / 2-2.5' Bit. Fen. Sho.	J-26	20'	0,852	Bit. Conc.	1-24	18'	0.852	
F-429-611	E.	U.S.240 Mont. Co. Line		J-26	21'	0.854	Bit. Conc. Spec. "B"	1-24	21'	0.854	
F-L29-611	F	U.S.240 3.375 mi from	Cone.	J-25	21'	0.815	Bit. Conc. Spec. "B"	1-24	21'	0.815	
		Mont. Co.Line to 0.815 mi twd Frederick									
P-611	ļa.	U.S.240 5.497 mi from Mont. Co.Line to 2.48	Conc.	J-26	21'	2.648	Bit. Conc. Spec. "B"	1-24	21'	2.648	
		mi twd Frederick									
P-51,0-511	PG		Cone.	J-20	24'	0.530	Bit. Conc. Spec. "B"	1-24	24,	0.530	
P-540-511	PG	S.Limits to 0.53 mi No. U.S.301 S.Limits of	15' Conc. / 2+3.5'	J-26	221	10.470	Bit. Conc. Spec. "B"	1-24	a,,	10.470	
но-219-1	USI Ho	Upper Marlboro to T.B. Balto. Co. Line to Md.		J-26	401	1.880	Bit. Conc. Spec. "B-4"	1-24	40'	1.880	
Ho-219-3 /	USI HAV	L77 intersection Savage Reloc.	Cone.	J-25	501	0.280	Bit. Cons. Spac. "B"-4"	1-24	501	0.280	
8-148	11812(1) 5	Wic. Co.Line to Pr.Anne	Cons.	J-26	201	6.196	Bit. Conc.	1-24	201	6.196	W.
B-0-411	3	Md. 30 Montrose School to Carroll Co. Line	15' Cone. / 2-3' Bit. Pen. Sho.	J-25	21'	5.535	Bit. Come.	1-24	18'	5.535	
AA-355-311	170 AP	Md.2 to 1.05 mi twd	16' Cone. / 2-4.5'	M-33	251	1.050	Bit. Cons. Spec. "B"	1-24	25'	1.050	V
AA-355-311	10 AB	U.S. 301 1.05 mi fr Md.2 toU.S.	Bit. Conc. Sho. 15' Conc. \$2-4.5' Bit. Conc. Sho.	M-33	24	1.278	Bit. Conc. Spec. "B"	1-24	ਡੀ ,	1.278	
											1-00-00100

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Primery State Highway System - Rural

Sheet 4 of 4

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF Mary land

For YEAR ENDED DECEMBER 31, 1945...

40	300	(Indicate above the subdivision of State high	way system (or other system) reported on this fo	orm)							
			Roas	D REPLACED			Roa	D BUILT			NET
Рпоје	et No.		Type of road				Type of road				MILES ABAN-
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONED (7-11)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
A-354-311	301 AA	U.S.50 to 5.33 mi twd	15' Cone. / 2-4.5' Bit Cone. Sho.	M-33	a.,	5.330	Bit. Conc. Spec. "B"	1-24	241	5+330	
A-354-311	JON 1919	5.33 mi from U. S.50 to Dorrs Cor.	15' Cone2-5' Mix. Bit. Sho.	м-33	25:	1.850	Bit. Conc. Spec. "B"	1-24	25!	1.860	
Ro-219-1	7 < t1 _e	Md.477 intersection to Decimen's Curve Reloc.	001 0	M-33	40:	0.1,80	Bit. Conc. Spec. "B-4"	1-24	40.	0.1;80	
Ho-219-2 V	4	Deadman's Curve Reloc.		M-33	40.	2.610	Bit. Conc. Spec. "B-4"	I-d	40.	2.610	/
но-219-3	1 1 1	2.138 mi from Pr. Geo. Co. Line to Savage Rel	201 Bit. Come.	L-33	1,00	-0.618	Bit. Conc. Spec. "B-4"	-1 -2 ;	F0.	0.018	
Ho-219-2 & 3		Savage Reloc. thru	20' Bit. Conc.	N-33	140	2.1,00	Bit. Cenc. Spec. "B-4"	1-24	40'	2.400	
City of	120 A	Nobullen Hwy. from Lim	its 19' Bit. Conc. /	N-33	301	0.079	Bit. Cone. Spec. "B"	1-2	30'	0.079	
	467-B	Linkwood-Big Mills-2/					Cone.	J-26	वाः	0,543	
0-144-3	1401-8	n n	n n				Cone.	J-26	21:	1.030	-
D-114-3	10	17	00 07				Conc.	3-26	24"	1.075	
0-1141-3		0 19					,	J-26	a	0.295	1
D-11/4-3	W		Bit. Pen.	H-19	15!	0.295	Cono	J-26	241	0.072	
D-1141-3		\ p 00	n n	li-19	- 15!	0.072	Cons	J-26	24'	0.090	
D-11/1-3		1		H-19	15'	0.090	Conce	J-26	241	0.395	3.500
D-11-11-3	N	T T	N N	11-19	15!	0.395	Conc.			0.268	- Server
P-315-5-557	53-C P	Md.202 Bridge & Appro.	16' Conc. 2-3.5' Bit. Pen. Sho.	J-20	23 '	0.268	Cons. (New Location) (2.82-3.088)	J-26	Si		

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PROJECT RECORD OF ROAD WIDENING

Primary State Highway System - Rural

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19.45

			ROAD B	EFORE WIDENI	NG		Widening O	PERATION				ROAD AFTE	R WIDENING			
Proje	ст No.	LOCATION	Type of road		Tr.		Type of widening la	id		Road types	(if single typ	e use only eols	. 11 and 12)	Total		NET N ABA DON
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	Total width in feet	Length in miles	(7-
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(1'
Maint.	cl /	U.S. 140 thru Union Mills	Cone.	J-26	161	0.500	Bit. Pen. (2-4' Sho.)	H-18	81	J-26	16'	H-18	81	24.	0.500	r
				-												-
				-		-										
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****						***************************************										

#### RECORD OF ROAD MILEAGE TRANSFERRED

Maryland STATE OF ....

	MYLEAGE ADDE	ED FROM OTHER SYSTEMS					MILEAGE TRA	NSFERRED TO OTHER SYSTEMS			
	MILLIANS TABLE	Type of road						Type of road			
ystem from which transferred	Location	Description	Type symbol	Width in feet	Length in miles	System to which transferred	Location	Description	Type symbol	Width in feet	Length ir miles
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
courts K	Md. 662 in Kennedyville	Gravel	E-6	16'	0.075 P						
County 1	Md.332 Aurers St. Extended Foston	Gravel		221	0.110 /						
					-						
	-										
								,			
Municipal.											
											-

Primary State Nighway System - Rural

(Indicate above the subdivision of State highway system (or other system) reported on this form)

#### HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF Serland

FOR YEAR ENDED DECEMBER 31, 195___

<b>建</b> X 建设置 有限		CHAN	GES IN SY	STEM OTHE	r Than								Á	CCOUNTING	TABLE OF	Construct	TION CHANG	GES										
	Existing		Cons	TRUCTION								Type of roa	d replaced	or abandon	ed						Sum	mary of eo	nstruction	ehanges		NET	Existing	
Type of Road Existing or Built	MILEAGE AT BEGIN- NING OF	Revisions	Mileage	transfers	Net	Built on new loca-		В	C	D	E	F	G	Н	I	J	K	L	M		Mileage bui	ilt during y	ear	3.63	Net inileage	TOTAL CHANGE IN MILEAGE	MILEAGE AT ENP OF	Trans
	YEAR	due to resurvey or former error (+ or -)		to other	other than construction (2+3-4)	tion	Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penctra- tion	Bitu- minous concrete and sheet asphalt	Portland cement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types re- placed	change	(5+25)	(1+26)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**					2 445									**	**	**		**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
C. Grade and drained		• 17.630			+ 17.630																					17.630	17.690	C
D. Soil-surfaced	19.200	- 9.566			- 9.566																					- 9.566	9.694	D.
E. Gravel or stone	44.580	-30.265			- 90.000	0.333								1 3 4						0.333			0.333	4.452	4.119	-34.199	10.381	E.
F. Bituminous surface-treated	578.949	-66.726			- 66.726						3.232										3.232		3.292	2.079		-67.879	666.828	F.
G. Mixed bituminous	652.320	-: 92.972			-492.972																			15.240	- 15.240		144. 108	G.
H. Bituminous penetration	871.814	-			-490.893						0.116			0.682							0.110	0.682	0.792	6.341		485.344	1,357.158	Н.
I. Bituminous concrete and sheet as- phalt	354.451	6.581	_		+ 6.501						1.110	2.079	15.240	4.807	17.522	91.145			15.705		70.086	17.522	\$7.608	17.522	70.006		491.118	. I.
J. Portland cement concrete	1,632.280	7.622			• 7.622	2.640								0.852		0.268				2.648	0.852	0.268	3-768				1,611.757	. J.
K. Briek																	13/2/2		-							2.2		К.
L. Block		• 0.055			+ 0.055							* ********								~ ~~~~~~~~~						0.055	0.055	. L.
M. Dual-type	125.730	+32-339			+ 32-339										=	0.500					0.500		0.500	15-705	- 15.205		142.864	M.
	,299.32-	+89.043	9.185		* 89.220	2.981					4.452	2.079	15.240	6.341	17.522	31.913			15.705	2.981	74.700	18.472	96.233	93.252	2.501	92.209	4,391-533	TOTALS.

# FEDERAL WORKS AGENCY PUBLIC ROADS ADMINISTRATION

### SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19_4

		RURAL ROADS	Under State	CONTROL		URBAN EXT	ENSIONS OF STAT System	E HIGHWAY	TOTAL DESIG-	TOTAL ROADS
TYPE OF ROAD	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total	NATEN STATE HIGHWAY SYSTEM	AND STREETS REPORTEN (5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved							********			
C. Graded and drained	17.630				17.630				17.630	17.630
D. Soil-surfaced	9.634				9.634		(a)		9.634	9.634
E. Gravel or stone	10.381				10.381		m		10.381	10.381
F. Bituminous surface-treated	666.828				666.828	2.092	4	2.092	608.920	068.920
G. Mixed bituminous	14.108	A	A	A	14.108	2.804	-	2.804	146.912	146.912
H. Bituminous penetration	1.357.158	0	0	0	1.357.158	19.480	4	19.480	1.375.638	1.376.638
I. Bituminous concrete and sheet	431.118		×	2	431.118	6.031	4	6.031	437.149	437.149
J. Portland eement concrete	1,611.757				1,611.757	49.628	<b>E</b> +1	49.628	1,661.385	1,661.385
K. Brick						1.279	0	1.279	1.279	1.279
L. Block	0.055				0.055	0.010		0.010	0.065	0.005
M. Dual-type	142.864		50250		142.804	6.924		0.924	149.788	149.788
Total	4.391.533				4.391.533	88.248		88.248	4,479.781	4.479.781

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Form SM-6 (1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

## SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19 45

	0	n Rural Ro	ADS UNDER	STATE CONTRO	L	On Urba	AN EXTENSION Sys	s of State 1	Highway	TOTAL Mileage	BY STAT	EAGE BUILT E HIGHWAY ENT (SPEC-	
Type of Road Built	Primary	Secondary	State-aid	County or local roads		On designated State	On connect not on system	ting streets designated	Total	BUILT ON DESIG- NATED STATE HIGHWAY			TOTAL REPORTED
	State high- way system	State high- way system	system	under State control	Total	highway system	By State highway department	By city authorities	iotai	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained								2.4		~~~~			
D. Soil-surfaced					0 227		7	H		0.333			0.333
E. Gravel or stone	0.333				0.333					3.232			3.232
F. Bituminous surface-treated	3.232		v=0=200==000==		3.232		7			76272			
G. Mixed bituminous	0.792	(A)	M	64	0.792	0.190			0.190	0.982	M		0.982
H. Bituminous penetration I. Bituminous concrete and sheet		0	0	0	87.608	0.567	<b>P</b>	<b>&gt;</b>	0.567	88.175	×		88.175
asphalt	3.768		**	100	3.768					3.768	7		3.768
J. Portland cement concrete					************		0	0		ALCOHOL:			
K. Brick			CO and also and then then then the they deep day then the and				*	12					
L. Block	0.500				0.500			No. 10 10 10 10 10 10 10 10 10 10 10 10 10		0.500			0.500
M. Dual-type	96.233				96.233	0.757			0.757	96.990			96.990

U. S. GOVERNMENT PRINTING OFFICE 16-15882

Form SM-7 (1938)

# UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

## EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF .......................

FOR YEAR ENDED DECEMBER 31, 19

Prinary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

	TOTAL						ENTER B	BELOW THE N	UMBER OF M	iles of Each	TYPE HAVE	NG THE FOLLO	OWING WIDTI	IS IN FEET					
Type of Road	EXISTING MILEAGE	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive		-																	
3. Unimproved																			
C. Graded and drained	17.630	0.173												17.457				-	
). Soil-surfaced	9.634		·	5-985	2,660	0, 303													
G. Gravel or stone	19.361		1.128	4.795		4.090		0.333											0.035
F. Bituminous surface-treated	666.828	0.100	25.657	469.205	152.592	10.991	2.740	0.629		0-995					1.340	0.090			0.070
G. Mixed bituminous	144,100		8.368	32-973	34.203	39.060	24-171	4.790	0.010	0.525								-	
I. Bituminous penetration	1,357,159	4.992	143.152	500,305	201.732	307-223	109-305	83-955	2.074	2.799	0.669	9.550	1.577	0.649	0.488	2.769		0.029	0.816
. Bituminous concrete and sheet asphalt.	431.118		19.850	26.647	20.957	186-799	55-407	66.249	7.092	10.741	0.700	1.593	3.644	20-979	0.991	7.820	1-835	-	6.429
J. Portland cement concrete	1,611.757	76.962	511,682	The state of the s	137.445	183.414	91.713		8.769	13.318	0.190	0.446	9.855	48.530	3-699	- 31.688	1-487	1-065	2.000
K. Brick																			
L. Block	C.055			0,010		0.925		0.020					****					-	
M. Dual-type	142.864			1.130	8.530	0.127	5.606	66.615	10.852	22.813	0.967	3-379	5.860	9.387	0.874	2.780	2.182	0.321	
TOTAL	4.351.533		703.837	1,443.676	558.119	740_717	283.022	310.359	28.797	51-191	2.526	5.968	15.355	97.002	6.786	45, 141	5.504	1-415	10.791

U. S. GOVERNMENT PRINTING OFFICE 8-12013

Sheet 2 of 4

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1945

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TYP	PE ROADS						Div	IDED HIGHW.	AYS			
	Road types	and widths					Types	and widths	of divided road	ways	Ke Lest	3 44 1		
Firs	t type	Seeone	d type	Total width in feet	Length in miles	First r	oadway	Second	roadway	Third r	roadway	Total surfaced width in	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	1600		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	Surps	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	15	I	10	25	1.590	J	St.	J	डांग			48	36	3.676
J.	16	I	10	26	0.270	3	24	3	24			48	45	0.168
3	30	n	16	46	1.140	J	24	J	24			48	9	0.888
*	40	G ,	6 18	64	0.390	J	25	J	25			50	36	0.307
J		H J	17 23	82	0.080	J	22	J	22			44	26	0.1,88
1	16	J	10	26	0.140	J	24	J	24			48-	18	1.014
H	12	J	12	24	0.090	J	26	J	26			52	3	0.283
3	22	·Ħ	12	34	0.320	J	30	J	30			60	30	0.010
	21	17	6 16	43	0.310	J	34.5	J	34.5			69	45	0.025
J	55	J	8	30	5.860	J	36	J	36			72	6	0.236
H	21	J	12	33	0.630	3	39	J	39			78	7.5	0.029
	22	J	22	44,	0.780	J	38	J	38			76	22.5	0.021
1	22	3	28	50	0.110	I	30	I	30			60	2	1.470
J	16	E	8	24	0.500	1	31	I	31			62	2	0.759
					0.160	1	32	I	32			64	2	1.356
<u>d</u>	20	F	12	32 36	2.310	I	24	I	24			48	36	4.820
9		F	16	56	0.150	I	26	I	26	3	26	78	36	0.029
*	10	73		N. S. WOLL	2.260	I	25	ı	25	3	26	76	12	0.037
7	16 14	F	16	32	0.110									
7	28			60	0.905									
<u>.</u>		I	32	40	2.557					* *************************************				
<u> </u>	24	-	16	35	1.175					Was Die				
<u> </u>	15	F	20	28		-	0.000.000.0000.0000.000							
	18	120	10	30	2.975									
) <u>J</u>	20	F	10	28	4.711									
J	20	Jp	8 4		0.831									
1	14		0		0.304									

U. S. GOVERNMENT PRINTING OFFICE 10-15878

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF ... Mary land.

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1945

		DUAL-TY	PE ROADS						Div	IDED HIGHW	AYS			
	Road types	and widths					Types	and widths	of divided road	lways				
First	type	Secon	id type	Total width in feet	Length in miles	First r	oadway	Second	roadway	Third	roadway	Total surfaced width in	Average width of dividing	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	mues
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J	18	P	8	26	8.930									
J	15	F	20	35	1.637									790000000000000000000000000000000000000
J	24	97	8	32	0.107									
I	20	3	20	40	0.582	1-	- 3				***********			
3	17	G	24	41	0,228									
J	17	G	27	ليل	0.094									
J	16	H	15	31	0.206									***************************************
J	17	H	16	33	0.128									
3	र्थ	I	24	48	0.712									***************************************
J	35	H	15	50	0.044									
3	26	I	50	76	0.037				4-40					
H	15	J	20	35	0.21.7					~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				
H	17	J	20	37	1.569								0-0-0	
JI	13 26	IJ	13 26	78	0.029				000000000000000000000000000000000000000	CD-000000000000000000000000000000000000				
I	18	J	14	32	1.525									
3	16	R	8	थ्र	1.770									
I	20	J	22	1,2	0.102	1		~~~00,000000000000000000000000000000000			-	0		
1	20	J	20	40	5.275									
I	20	J	25	45	0.720									
I	20	J	30	50	1.788									
J	15	G	8	23	3.791						***********	@ # # @ @ # # # # # # # # # # # # # # #		
J	15	G	14	29	1.095					800000000000000000000000000000000000000		w w w w a a a w w a a a o o o a a a a a	000000000000000000000000000000000000000	
I	15	G	10	25	0.333									
3	16	H	8	व्य	0.990									
H	22	J	15	37	0.760									
I	20	J	30	50	0.120								************	
J	24	H	16	40	0.160									
J	10	F	8	18	4.700									

Sheet 4 of 4

(SEE INSTRUCTIONS ON REVERSE SIDE)

		ar market as a
STATE	OF	Maryland

Primary State Highway System - Rural (Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31. 19.45

		DUAL-TYP	E ROADS						Div	IDED HIGHW	AYS		1	
	Road types	and widths					Types	s and widths o	f divided road	lways				
First	type	Second	d type	Total width in	Length in miles	First r	oadway	Second r	oadway	Third 1	oadway	Total surfaced width in	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
3	15	F	9	24	2.560					<b>****</b>				
J	15	F	9	21;	4.980									
<u></u>	19	J	1.),	30	1.151	0.89	26				-			
-11		<b>j</b>	9		-0.187								0 00 00 00 00 00 00 00 00 00 00 00 00 0	
-H	18	3	12	30	1.060									~
_J	20.9		8.1	29	0.382									
_H	21.6	J	19	40.6	0.033									
_H	10.6	J	17.5	28.1	0.091									
-J	16	1	14	30 2lt	0.639						-			
<u>H</u>	15		12	27	0.278					-				
	27		22	45	0.208			· · · · · · · · · · · · · · · · · · ·		-			<b>→</b> • • • • • • • • • • • • • • • • • • •	
1-7	11		2	38	0.386	out-	- Error -	to 16 J	(	-				
(-I	14	JH	22 2	38	0.191	_			pa - 100 mar san san san tau yan bidi 600-400 kan san 600 600 600 600					
-G	9	J	15	24	0.366					-				
<b>J</b>	15	17	10	25	1.507							\$ 10 to 10 t		
	16		10	D PHILIPS N										
- <del>H</del>	12	J	10	22	0.631									
<b>J</b>	12	R	8	20	0.127									****
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#### PROJECT RECORD OF ROAD CONSTRUCTION

Urban Extensions of Primary State Highway System

(Indicate above the subdivision of State highway system (or other system) reported on this form

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1945...

O BENEFICE				ROAD REPLACED				ROAD BUILT	ACCULATION OF THE PARTY OF THE		
Project	r No.		Type of road				Type of road				NET MILES ABAN-
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONE 1 (7-11
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
tate Forces	Н	U.S. 1 in Bel Air	14.5' Bit. Pen / 2-3' Cone. Sho.	H-19	20.5'	0.190	Bit. Pen.	н-19	201	0.190	/
1-218-111	MĹ	U.S. 213 from Md. 346 to Salisbury Town Limit		G-14	201	0,080	Bit. Conc.	1-24	201	0.080	
11-218-111		Md. 346 from N.Y., Phila. & Norfolk R.R.		1-24	201	0.487	Bit. Cone.	1-21,	201	0.487	/
		to U.S. 213 (in Salisbury)									
						-					
							-				
							-				

U. S. GOVERNMENT PRINTING OFF LE 16-15 1

### PROJECT RECORD OF ROAD WIDENING

STATE OF Mary land

FOR YEAR ENDED DECEMBER 31, 19 45

Urban Extensions of Primary State Highway System

		ROAD B	EFORE WIDENIA	4.G		Widening	OPERATION				ROAD AFTE	R WIDENING			
Project No.	Location	Type of road				Type of widening	laid		Road types	(if single type	e use only eols	s. 11 and 12)	Total		NET MIL ABAN- DONED
State Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	Total width in feet	Length in miles	(7-16
(1) (2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		NONE													
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													*************		

# FEDERAL WORKS AGENCY PUBLIC ROADS ADMINISTRATION

#### RECORD OF ROAD MILEAGE TRANSFERRED

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF Maryland
FOR YEAR ENDED DECEMBER 31, 1945

COLUMN TO SERVICE	MILEAGE AD	DED FROM OTHER SYSTEMS			THE REPORT	MILEAGE TRA	NSFERRED TO OTHER SYSTEMS			The same
		Type of road	Width in	Length in	System to which		Type of road	Carried Co.	Width in	Length
System from which transferred	Location	Description Type syn	feet	miles	System to which transferred	Location	Description	Typc symbol		1
(1)	(2)	(3)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		NONE								
			~~							
	~ = - 00 - 2 / 0 / 0 / 0 / 0 / 0 / 0 / 0 / 0 / 0 /									
									-~	

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

### HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF Meryland

FOR YEAR ENDED DECEMBER 31, 1945

		CHANG	es in Sys	TEM OTHER	R THAN								Á	CCOUNTING	TABLE OF	Construct	ION CHANG	ES	E COM									
	Existing		CONST	COCTION								Type of roa	d replaced	or abandone	$\operatorname{d}$						Sum	nary of con-	struction el	hanges		NET	EXISTING	
TYPE OF ROAD EXISTING OR BUILT	MILEAGE AT BEGIN- NING OF YEAR	Revisions due to	Mileage	transfers	Net changes	Built on new loca-	A	В	C	D	E	F	G	Н	I Bitu-	J	K	L	M	I I	Mileage buil	t during yes	ar	Mileage	Net mileage	TOTAL CHANGE IN MILEAGE	MILEAGE AT END OF YEAR	
	IEAR		Additions from other systems	LO OULLEL	other than eon- struction (2+3-4)	tion	Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	minous concrete and sheet asphalt	Portland eement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	types	Reconstruction to same type	Total	of former types re- placed	ehange due to construction (23-24)	(5+25)	(1+26)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	$- \boxed{ (26)}$	(27)	
d abandoned	**	**	**	**	**	**						500								**	**	**		**	**	**	**	Abando
Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					Abando
Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
Grade and drained															4							~ ********						В.
Soil-surfaced.										**								***************************************									~~	C.
Gravel or stone																			~~~~~							-		D.
Bituminous surface-treated	2.730	- 0.690			-0.638								~	0												- 0.638	2.092	Е.
Mixed bituminous	10.140	- 7.256	-		-7.256							3 315 3										~		9.080	- 0,080	- Carling - 1747	2.804	F.
Bituminous penetration	15.960	• 3.520			+3.520									0.190	~ (3, 4, 4) = 4 = 1 = 1 = 4 = 4 = 4 = 4				~ = ~ = 0 = 0 0 0 0 0 0 0 0			0. 190	0.190	0.190	- 0,000	- 7.336	19.480	G.
Bituminous concrete and sheet as-	19.018	- 7.059			-7.059					~~~~~~			6.000		0.487						0,000	0.487	0.567		+ 0.000	- 6.979		H.
phalt	56.440	- 6.012			-6.812				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~										*************							- 6.812		I.
Portland cement concrete	1.720	- 0.441			-8,441	~																					1.279	_ J.
Briek		• 0.010			+0.010									~~~~~~~~~												- 0.441	0.010	- K.
Bloek	5.060	• 1.064		*******	•1.064							~~~~															6.924	L.
Oual-type  Totals	105.860	-17.612			-17.612								0.000	0.190	0.487						0,000	0.677	0.757	0.757		• 1.064 • 17.612	88.248	М.

U. S. GOVERNMENT PRINTING OFFICE 8-12005

# UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

### 69-RO21-1 SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF __MARYLAND

FOR YEAR ENDED DECEMBER 31, 1914

		RURAL ROADS	Under State	CONTROL		URBAN EXT	Ensions of Stati System	E HIGHWAY	TOTAL DESIG-	TOTAL ROADS
Type of Road	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total	NATED STATE HIGHWAY SYSTEM	AND STREETS REPORTED  (5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved						************************				
C. Graded and drained										
D. Soil-surfaced	19.20				19.20				19.20	19.20
E. Gravel or stone	الله 58				44.58				58ء بليا	الله-58
F. Bituminous surface-treated	598.949				598.949	2.73		2.73	601.679	601.679
G. Mixed bituminous	652.32				652.32	10.14		10.14	662.46	662.46
H. Bituminous penetration	871.814	· · · · · · · · · · · · · · · · · · ·			871.614	15.96		15196	887.774	887.774
I. Bituminous concrete and sheet asphalt	354-451	waa a _ a _ a _ a _ a _ a _ a _ a _			3544451	13.01	S	13.01	367.461	367.461
J. Portland cement concrete.	1632.28		****		1632.28	56.44		56.44	1688.72	1688.72
K. Brick		~~~~~~~				1.72		1.72	1.72	1.72
. Block						-				
M. Dual-type	125.73				125.73	5.86		5.86	131.59	131.59
TOTAL	4299.324				4299.324	105.86		105.86	14.05.184	14,05.184

U. S. GOVERNMENT PRINTING OFFICE 8-12011

Form SM-4 (1938) FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

STATE OF __MARYLAND___

For YEAR ENDED DECEMBER 31, 1944---

#### HIGHWAY MILEAGE ANALYSIS SCHEDULE

Primary State Highway System *- Rure!
(Indicate above the subdivision of State highway system (or other system) reported on this form)

		Chane	ges in Sys		R THAN								A	CCOUNTING	TABLE OF	Construct	ION CHANG	IES										
	Existing		Const	RUCTION							7	Type of road	l replaced o	or abandon	ed						Sumn	nary of eon	struction e	changes		NET TOTAL	Existing	
Type of Road Existing or Built	MILEAGE AT BEGIN- NING OF	Revisions	Mileage	transfers	Net	Built on	A	В	C	D	E	F	G	H	I	J	K	L	M		Mileage buil	t during ye	ar	Milcage	Net mileage	CHANGE	MILEAGE AT END OF YEAR	TYPE (s
	YEAR	duc to resurvey or former error (+ or -)	Additions from other systems	to other	changes other than con- struction (2+3-4)		Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surfacc- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- minous concrete and sheet asphalt	Portland cement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	of former types re- placed	change due to construction (23-24)	(5+25)	(1+26)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	**	**	**	**	**	水水														**	**	**		**	**	**	**	Aban
oad abandoned						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					Α.
. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
. Unimproved																											19.20	C.
. Graded and drained	19.20																							1.20	-1.20	-1.30	44.58	D.
Soil-surfaced	45.78				-																		10	24.171			598.949	E.
Gravel or stone	617.81		4.11		4.11						1.20			-							1.20 4		1.20	9.86	-5.92		652. JE	
Bituminous surface-treated			4 - 11									3.12			_	0.62					3.94		3.94	1.8,2	A CONTRACTOR	100000000000000000000000000000000000000	877.814	4
Mixed bituininous	658.24			_		1.166						7		1.63	_	, ,				1.166		1.63	2.796		36.441		354.451	No.
Bituminous penetrationBituminous concrete and sheet as-	870.85	*********		-		0,110						21.051	9.86	1.0)		0.34				5. 190	31.251	Mar. Syl	36.441	3.83	+6.74	170-364	1632.28	3
phalt	318.01					7.395					-	2180)1	7.00	0.202		2.67				7.698	0.202	2.67	10.57	2.07				J.
Portland cement concrete	1625154													0.202		2097				1-1-070								K.
Brick				-																							~	L
Block							-													-							125.73	M
Dual-type	125.73											- 1-							-	14.05:	0( 502	A 20	54.045		14.054	12.10		
Totals	4281.16		4.11		4.11	. (					1.30	24.171	9.86	1.832		3.93				14.054	30.573	4.30	24-947	40.893	-14.054	13.104	4299.324	-  TOT/

4

s. GOVERNMENT PRINTING OFFICE 16-1588

69-R019-1

### RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF MARYLAND

	chafficious forther paper of A a fight (or or Bell.						36	NSFERRED TO OTHER SYSTEMS			
	MILEAGE ADD	ed From 'Other Systems					MILEAGE TRA	NSFERRED TO OTHER SYSTEMS			
System from which		Type of road		Width in	Length in	System to which	Location	Type of road		Width in feet	Length i
System from which transferred	Location	Description	Type symbol	feet	miles	transferred		Description	Type symbol		1
(1)	(2)	(3)	(4)	(5)	(6)	("")	(8)	(9)	(10)	(11)	(12)
County	US 40 to Pa.	Bit. Surface Treated	1 The Control of the	20	2.91						
County	Md. 648 to Md. 177	Bit. Surface Treated	F	16'	1.20						
						-					
				************						******	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~						-					
	~ ~~===================================										
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							~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~				
										a	
				~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~				-,			

Primary State Hightay System - Kural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

69-R017-1

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1911

			ROAD	REPLACED				AD BUILT			NET
Projec	T No.		Type of road				Type of road		Width	Length	MILE ABAN
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	in miles	DONE (7-1
(1)	(2)	(2)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
State Forces		Calvert Md. (8)75 Prom Huntingtown to BreezyPt.	Gravel	B-6	16'	1.200	Surf. Treated Bravel	F-9	16'	1.200	
c-164-1-566		From Lusby twd. St. Leon	ards Surf. Treated Grav.	F-9	3.61	3.120	Mixed Bit.	G-12	23'	3.120	
		THE PROPERTY AND PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE P	P.C. Concrete	1-24	14:	0.820	Wixed Bit.	E-13	22 '	0.820	
Co-168x2-211	na mana a	From Chocolate Pk. to	Bit. Pen.	H-19	16'	1.630	Bit. Pen.	H-19	201	1.630	
w-361-166	D1-WR17-A	to Fred. Co. Line From Jarboesville twd.	Surf. Treated Grav	F-7	161	3.251	Ameisite	I-23	201	3.251	
e <u>-265-511</u>	DA-NR-PAC,	From St. ills to	1) 19 19	F-7	181	4.310	n	I-23	201	4.310	
1-253-4 M-254	DA-NR-11A, DA-NR-11B DA-NR-11A	From Mechanicsville to	11 11	F-9	16'	13.490	n	I	22.	13.190	
M-25 -255	-	Jarboesville From South River to	Mixed Bit.	G-12	16'	1.010	n	1-23	221	1.010	
AA-331x4-321		From South River to Stawart's Cor. From Stewart's Cor. to	11 11	G-12	18'	3.600	19	1-23	221	3.600	
AA-331x5-321	B&C	Demidennetille	n	G-14	20'	5.250	n	1-23	201	5.250	
SM253-4	DA-NR-11A,	From Gt. ills to Leonardtown From Lake Fanny twd		J-26	20'	0.340	30	I-24	34.	0.340	
н-292х-411		North	P.C. Concrete	0-20	40	34740					
		From Middle River Bridge		77.30	301	0.100	P.C. Concrete	J-26	2-24"	0.100	
B-333-5-465	34-WI-5D	to Hawthorne Rd.	Bit. Pen,	H-19	19'		11 11 11	J-26	5-57,	0.079	
8333-5-466	DA-WI-5D	From Hewthorne Ave.twd. Kingston Rd.	M N	H-19	21'	0.079	n n	J-26	2-24"	0.023	
33-5-466	DA-WI-50	From Marlyn Ave. to Midd					M W W	J-26	22:	0.860	
1252-2-266	M-NR-15B	from N. of Bainbridge Ent.	P.C. Concrete	J-26	15'	0.860		J-26	2-241	0.221	
AA255-4:9:		From Md. 2 to Sandy Pt.		0020	10,		10 11 10			3 580	
90		77	11 W	J-26	18'	1.589	W 11 10	J-26	3''	1.589	
								· · · · · · · · · · · · · · · · · · ·			
					*						
			42	14 = 0 0 = 0 = 0 = 0 = 0							

004000000000000000000000000000000000000		The state of the state of		ESECTION.							

UNITED STATES DEPART NT OF AGRICULTURE BUREAU OF PUBLIC ROADS

PROJECT RECORD OF ROAD CONSTRUCTION

Sheet 1 of 2 DUPLICATE

T.

MARYLAND

STATE OF

			Roz	AD REPLACED			Roa	D BUILT			3
Projec	T No.		Type of road				Type of road				NET MILE
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN DONE (7-1)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
303-2-566.	DA-MF-IB	Anne Arundel - Md. 602	1 New Location				Bituminous pen.	H-19	24.	0.557	
255-429.	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Anne Arundel - Md. 404 From Md. 2 to Sandy Pt.	New Location					H-19	601	0.290	
63-7-411		Halto. Hd. 20 Ext. of Old N.Pt	Rd. New Location					H-19	20'	0.024	
362-1-652	SNL6L-B	FredUS40 froml i.Fo.	New Logation					H-18	24'	0.001	
.52-2-566		P.G. Md. 602 From Ft.	New Location					H-19	24.	0.294	
254su255	DA-UR-11B	From e chanicaville to						I-23	221	5.190	
255,255	D -WR-11B	Md. 235 Jarboesv	1).le					J-26	221	0.100	MILE
10.12	DA-NR-11A		New Location				flighway div. by 2"	J-26	2-24'	1.019	
255-4.7		From Md.2 to Sandy Pt.	New Location					100		2.481	
98	~ ~~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	10 It	n n				7.5 25trionseparating	J-26	2::1	0.038	
333-5-456	DA-+1-5.	Balto, Md. 150 From Marlyn Ave. to Midd	le New Location				2-24 lanes of 10 x8"x	J-26	2-24'	0,066	
			99 99				Div. Hwy P.C. Conc.	J-26	2-211	1.409	
		FredUS40from 1 E of	New Location					J-26	241	0.450	
582-1-652	Saltones	Fred. twd. hew Market	NOW LOCALION					J-26	28 '	0.090	
#	18	19	N N					J-26	35'	0.290	
	***************************************		er 10					J - 26	241	0.220	
	*****************	Herford Ma.715 from 1916									
269-1-466	DA-III-3A	Harford Md. 715 from US40 to Aberdeen Proy, Ord.					D4 11 D 0 0011C	J-26	28'	0.274	
М	***	n n	n R				Div. Hwy P.C. CONC.				
152-2-566	DA-WR-IB	P.G. Md. 602 From Ft. Meade to Laurel	New Location					J-26	54,	0.119	
	99	10	W N				Div. Hwy P.C. Conc.	J-26	2-15'	0.185	
79	n	er w	p 10					J-26	26'	0.180	
**************************************									Total	14.054	

U. S. GOVERNMENT PRINTING OFFICE 8-12009

69-R022-1

Form SM-6 (1938)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1911

	O	N RURAL RO	ADS UNDER	STATE CONTRO	L	On Urba	AN EXTENSION Sys	IS OF STATE I	Highway	Total Mileage	BY STAT	EAGE BUILT E HIGHWAY ENT (SPEC-	
TYPE OF ROAD BUILT	Primary	Secondary	State-aid	County or local roads	D. 4.1	On designated State	On connect not on system	ting streets designated	Total	BUILT ON DESIGNATED STATE HIGHWAY			TOTAL REPORTED
	State high-	State high- way system	system	under State control	Total	highway system	By State highway department	By city authoritics	Total	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained D. Soil-surfaced													
E. Gravel or stone F. Bituminous surface-treated	1.20												1.20
G. Mixed bituminous H. Bituminous penetration	3.94 2.796												2.796
I. Bituminous concrete and sheet asphalt	36.441					1.40							37.841
J. Portland coment concrete	10.570					~~							10.570
K. Brick	The second second												
L. Block	15 168												
M. Dual-type	54.947					1.40							56.347

U. S. GOVERNMENT PRINTING OFFICE

69-R023-1

Primery State Highway System - Rural (Indicate above the Subdivision of State Highway system (or other system) reported on this form)

FEDERAL WORKS AGENCY PUBLIC ROADS ADMINISTRATION

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF WARYLAND

FOR YEAR ENDED DECEMBER 31, 19....

	TOTAL						ENTER B	ELOW THE NU	MBER OF MI	LES OF EACH T	CYPE HAVIN	G THE FOLL	OWING WIDTE	is in Feet					
Type of Road	EXISTING MILEAGE	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive											************	*********							
B. Unimproved												***************************************							g as a a a a a a a a a a a a a a a a a a
C. Graded and drained.				0						0			1.04						n · · hq · · · · · · · · · · · · · · · ·
D. Soil-surfaced	19.20			12-47		5.69				17 00	1. 02		7-75	0.69	1.11				
E. Gravel or stone	14.58	0.45	2.17	8.50		6.01	****			13.02	4.91		0.15	0.13	1.06	0.25			
F. Bituminous surface-treated	598,949	-	21.52	528.309	25.75			1.84	1.01	3.00	0.64		0.65	0.30	1.00	002)			
G. Mixed bituminous	652.32	1.97	227.26	298.41	35.79	43.62	35.98	7.06	2,24	0.14						0.00	۰		1.40
H. Bituminous penetration	871.814	0.67	112.74	250.84	42.96	366.422	44.87	38.192	4,25	2.43		2.04	0.25	1.78		2.92	0.05	0.00	
I. Bituminous concrete and sheet asphalt.	354-451	_	13.84	25.47	32.42	140.981	61.14	33.52	1.40	9.93	0.57	4.32	3.67	15.46	7.41	28.872	0.47	0.29	5.91 1.47
J. Portland cement concrete	1632.28	87.71	536.87	426.05	142.330	184.95	84.93	56.429	5.964	11.055		1.93	2.55	52.98	1 9777	20.012	0.47	0.71	-4441
K. Brick		-																	
L. Block				_								- 1-	4 73	18.16	0.88	1.19		0.45	1.49
M. Dual-type	125.73				4.60		0.79	59.76	5.41	20.84	0.20		6.31	89.50	Contraction in	38.152	1.13		
Тотац	4299.324	90.77	914-40	1550.049	280.52	766.293	227.71	196.801	19.174	60.415	0.52	13.94	22.37	07.70	10.46			1.05	10.27

Includes 91,927 Miles of Divided Highway

Dual Type is not Divided Highway

69-R024-1

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(SEE INSTRUCTIONS ON REVERSE SIDE)

Sheet 1 of 4 STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19_11

Primary State Highway System - Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

			DUAL-TYPE	E ROADS						Div	IDED HIGHW.	AYS			•
		Road types an	nd widths					Types	and widths of	f divided road	ways				
	First t	ype	Second	type	Total width in	Length in miles	First r	oadway	Second r	oadway	Third r	oadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
	Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type	Width in feet			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		8	3	10	18	4.60					(L	0-40-46-0			
9	7		2	15	23	13.05	1-23	24	1-23	Sř			48	36	2.03
	F	8		16	2 <u>ا</u> ب	3094	I-23	24	I-23	24			48	36	1.21
	F	8	<u> </u>	45		4.70	1-23	24	I-23	24			48	36	0.05
		8	J	17	25 26	8.83	1-23	24	I-23	24			48	36	0.20
	P	8	9	18		2.96	1-23	24	1-23	24			48	36	0.40
	F	10	<u>J</u>	18	28	1.10	1-23	24	1-23	5/1			48	36	0.18
	P	10	٠ا	20	<u>30</u>	0.90	1-23	571	1-23	24	J-26	12	60	14	0.18
	<u> </u>	15	J	15		2.33	I-23	24	1-23	24	J-26	12	60	14	0.22
	<u>r</u>	16	J	16 20	<u>32</u> 36	3.55	I-23	24	I-23	24			48	36	0.40
	F	16	J		34	0. 39	1-23	24	I-23	82			64	36-10	0.08
	F	18	J	16		2.36	1-23	24	1-23	30			60	2	0.53
	<u>F</u>	20	J	14	34	2.50	I-23	24	1-23	24	J-26	10	58	2021	0.04
	F	20	J	15	35			24	1-23	24	J-26	7-13			
			• • • • • • • • • • • • • • • • • • •		~~	7 78	1-23	- Guide			J-26	7-13	0462	2-12	0.10
	G	10	J	22	32 28	3.38 0.25	1-23	24	1-23	24	J-26	7-13			
	612	14	J-26	14	28	0.20					J-26	7-13	-Over-	2-12	0.02
	G	18	H	10			1-23	30	1-23	24	J-26	8	62	2	0.05
	G17	20	J-26		102 36	0.08	1-23	32	I-23	32			64	2	1.35
	616	20-27	H-19	Variable		0.00	H-18	5/1	H-18	24	H-18	20			
				18	26	1.13	20				H-18	20	88	2020	0.56
	H	8	I			2.16	H-18	24	H-18	24	H-18	टी			
	A	10	I	20	30						H-18	24	96	3010	0.08
	H	10	I	23	33	0.10	H-18	24	H-18	24	H-18	Si	48	1010	0.12
	H	10	I	574	34	0.08	J-26	15	J-26	15			30	51	0.185
	H-19	Variable		50	30				J-26	24			48	1010	
	H	16	I	24	40	0.15	J-56	24							0.13
							J	20	J	20			40	20	7.1.3
					Potal	56.99	J	20 PERNMENT PRINTING OFF	J	20			40 Total	6-50	7.43

65.962

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

69-RO24-1

(SEE INSTRUCTIONS ON REVERSE SIDE)

Sheet 2 of 4

STATE OF ___WARYLAND

FOR YEAR ENDED DECEMBER 31, 1911

Primary State Highway System - Rural

(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL	TYPE ROADS						D	IVIDED HIG	HWAYS			
	Road typ	es and widths				,	Тур	es and widths	of divided roa	dways				
	First type	See	ond type	Total width in feet	Length in miles	First	roadway	Second	l roadway	Thir	d roadway	Total surfaced	Average width of	
Typ symb	e Width in feet	Type symbol	Width in feet	1000		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	width in feet	dividing strips	miles
(1)	200	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
H	8	J	15	23	0.37	J	20	J	20	(,		40		
H	9	J	15	24	0.38	J	20	J	20	-4		40	30	26.85
Н	9.5	J	15	24.5	0.14	J	20	J	-				20	0.25
н	10	J	15	25	8.71	J	22	J	22			42	50	11.71
H	10	J	16	26	2.93	J	22	J	22			44	40	1.58
H	11	J	15	26	1.50	J	24	J	24			144	45	0.33
H	11	J	16	27	2.00	J	24	J				48	36	2.76
H	12	J	10	22	0.79	J	2	J	24 24			48	48	12.59
H	14	J	16	30	0.97	J-26	54	J=26				48	4	0.35
H	15	J	25	40	0.63	J-26	24	J=26	24	-4		48	?	2.10
H	16	J	51	80	1)0.40	J-26	24		54			48	18	00.27
н	16	J	54	110	0.09	J- 26		J-26	24			48	18	0.08
H	18	J	20	38	1.21	J-26	5H 5H	J-26	24			48	?	0.40
H	18	J	22	40	0.32			J-26	24			48	36	1.84
H	19	J	15	34	0.32	J-26	511	J- 26	24			48	36	0.50
H	20	3	16	36	0.40	J-26	24	J-26	24		~ = . • • • • • • • • • • • • • • • • • •	48	7.5	0.038
H	20	J	20	40		J-26	थ	J-26	24			48	2 %	1.019
H	20		28		0.40	J-26	24	J-26	5/1			48	10-24	0.066
<u>н</u>	40	J-26	24	48	0.10	J-26	24	J-26	24			48	24-36	1.409
				64	0.19	J-26	24	J-26	24			48	36	0.777
Ī	8	J	36			J-26	St	J-26	24		-	48	24-36	0.100
I			15	23	11.65	J-26	री!	J-26	24			48	22	0.079
<u> </u>	17	J	22	39	0.90	J-26	24	J-26	24			48	9	
I			10	30	2.03	J-2 6	24	J-26	24			48	7	0.023
	20	J	20	40	6.94	J-2 6	54	J-26	49	J-26	49		13-28	
	20	J	20	40	9.72		24					146	13-28	0 00
*		٠	38	58	0.41	J-26	थ	J-26	24	J-26	थ्री		28-36	0.07
1	20	J	40	60	0.26	J-26	24		~			96		0.05
7	66	J	8	30	59.65	J-26	24	J-26	34	J-26	ST	70	28 3620	0.05

U. S. GOVERNMENT PRINTING OFFICE 10-15878

69-R024-1

(SEE INSTRUCTIONS ON REVERSE SIDE)

STAFFECT 3 of 4

MARYLAND

FOR YEAR ENDED DECEMBER 31, 19-

Primary State Highway System -Rural
(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TYP	E ROADS						Divi	DED HIGHWA	LYS			
	Road types a	nd widths					Types	and widths o	f divided roady	vays				
First	type	Second	d type	Total width in	Length in miles	First ro	adway	Second 1	roadway	Third r	oadway	Total surfaced width in feet	Average width of dividing strips	Length i
Type ymbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type	Width in feet	1660	201. PO	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	22	J	10	32	0.54	J-26	24	778				106	28	0.0
I	22	J	22	144	0.88	J-26	34-24	J-26	34-24	J-26	24	92-72	18-25	0.0
	24	J	8	32	1.54	J-25	24	J-26	24	J-26	24	72	52-62	0.0
I	24	J-26	टीर	48	1.09	J-26	30-24	J-26	60-24			90-48	15-18	0.0
- 07	48	J-26	12	2)60	0.18	J-26	32	J-26	32			64	3	0.0
1-23	48	J-26	12	2)60	0.22	J-26	32-27	J-26	34-39			66	6	0.0
I-23	48	J-26	14	2) 58	0.04	J-26	34	J-26	24			58	26	0.0
				2) over	0.10	J-26	24-42	J-26	24-42			48-84	16-57	0.0
1-23	48	J-26 J-26	20	2) over	0.02	J-26	39-34	J-26	27-32	J-26	24		6	
I-23	54	J-2 6	8	2)62	0.05	J-26	20		1			110	55-38	0.0
1-2)			Total She		4.66	J-26	39	J-26	39			78	6	0.7
		****	100 11	2-	59.65	J-26	39-30	J-26	39-27			78-57	6-15	0.3
				1-	56.99	J-26	42	J-26	42			84	62-52	0.0
				p = 0 = 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	121.30	J-26	42	J-26	42			84	52-35	0.0
(Terr	or in 1941	SK8				J-26	46-36	J-26	36	J-26	20	102-92	78=95	0.0
	ps M 23'-2				£4.43	J-26	24	J-26	24			48	18	1.0
	Po # 2/ -2			Total	125.73	J-26	36	J-26	46	6-17	20	91	49=48	0.0
	m (a					н	20	H	20			40	24	0.
	~ =					H	20	H	22			42	26	0.
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	inventory	36-76-1	Part Property			1	29	I	32			61	14	1.
	correct an						31	1	31			62	4	0.
						1	RNMENT PRINTING OFFI	CE 16-15878					Total	9.



69-RO24-1

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYEAND

Primary State Highway System - Ruzal

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1911

		DUAL-TY	PE ROADS				9人5年		Div	IDED HIGHW	7AY8			
	Road types	and widths					Types	and widths	of divided road	lways	963			
First	type	Secon	d type	Total width in	Length in miles	First ro	oadway	Second	roadway	Third:	roadway	Total surfaced width in	Average width of dividing	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		***************************************						w ca			Total	Sheet	3	9.45
~~~~		************									10	19	2	65.96
							pt (2) (2) (2) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4				N	H	1	16.51
												Total		91.92
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U. S. GOVERNMENT PRINTING OFFICE 16-15878

69-ROM7-1

## PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

		ons of Primary State High (Indicate above the subdivision of State highw	The Alberta			REPLACED	149			ROAD BUILT			
Project	r No.				Type of road				Type of road	d			NET Mili
State	Federal	Location		Descri		Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN DONE (7-1
(1)	(2)	(3) From Cumberland twd.NE	The Bit.	(4		(5)	(6) 20°	(7)	(8)	(9) <b>1-2</b> 4	(10) 20*	(11)	(12
-365-2		From BedfordSt. td.	n n		11 11 11	H-18	20'	1.32	n	1-24	201	1.32	
-365-2		Cumberland				11-20							
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			A PROPERTY.			100	1						

Form SM-4 (1938)

69-R020-1

Urban Extensions of Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

HIGHWAY MILEAGE ANALYSIS SCHEDULE

DUPLICATE

STATE OF __MARYLANO_____

FOR YEAR ENDED DECEMBER 31, 1944.

		0	Q	стем Отне	Trees								A	CCOUNTING	TABLE OF	Construct	ION CHANG	æs										3 10
		CHANG	Const	RUCTION	CIHAN						7	Type of roa	d replaced	or abandon	ed						Sun	ary of eon	struction o	changes		NET	EXISTING	
Type of Road Existing or Built	EXISTING MILEAGE AT BEGIN-	Revisions	Mileage	transfers	Net	Built on	A	В	C	D	E	F	G	Н	I	J	K	L	M	1	Mileage bu	during ye	ar	_ Mileage	Net mileage	TOTAL CHANGE IN MILEAGE	MILEAGE AT END OF YEAR	TYPE (sy
	NING OF YEAR	due to resurvey or former- error (+ or -)		Transfers to other systems	ehanges	new loea- tion		Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- ininous	Bitu- minous penetra- tion	eonerete	Portland eement concrete	Briek	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	of former types re-	duate	(0   20)	(1+26)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	**	**	**	**	**	**										100				**	**	**	( )	**	**	**	**	Aband
ad abandoned						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
. Unimproved																												C.
. Graded and drained																												D.
. Soil-surfaced	+ m m m m m m do glo ga private an ad-dir m t															-												E.
. Gravel or stone																											2.73	F.
Bituminous surface-treated	2.73	_	-						-																		10.14	6136
Mixed bituminous	10.14		-						-										-			*		1.40	-1.40	-1,40	15.96	To the same
Bituminous penetration	17.36																			1.40		1	1.40		+1.40	+1.40	13.01	
Bituminous concrete and sheet as- phalt	11.61				~~~~~~~~~				-					1.40					-				Lezv				56.44	10000
Portland cement concrete	56.44						-																				575 1100	1000
Briek	1.72						-		-														~				1.72	K.
Block									-													**						L.
. Dual-type	5.86																					1	1.40				5-86	М.
Totals	105.86			1300									~~~~~	1.40			1	1		1.40	1		<u> </u>	1.40	0.00	0.00.	105.86	TOTAL

U. S. GOVERNMENT PRINTING OFFICE 16-15883

# FEDERAL WORKS AGENCY PUBLIC ROADS ADMINISTRATION

## EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

69-R023-1

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1944

Urban Extensions of Primary State Righway System

	TOTAL						ENTER	BELOW THE N	MBER OF MI	LES OF EACH	TYPE HAVI	ING THE FOLLO	WING WIDTH	s in Feet	A ROS				
Type of Road	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 25	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
. Primitive																			
3. Unimproved		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			~~~~~		~~~~~~~~~~												
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone						- 0							0.58			10			
F. Bituminous surface-treated	2-73		0.26	1.55	0.10	0.24			0.17	. 0.87		0.44	0.40	0.60					0.05
G. Mixed bituminous	10.14		2.04	3.78	0.55	0.30		0.64	0.47	. 0.01		0.44	1.38	1.40					
H. Bituminous penetration	15.96		0.33	1.94	0.58	5.86	0.60	3.49	0.42									0.04	0.04
. Bituminous concrete and sheet asphalt.	13.01		1.26	0.85		4.35	0.17	9.75	0.47	3.30		0.15	0.79	0.84		7 13	0.01.	0.61	1.13
	56.44		12.84	5.13	6.89	9.06	0.29	5.54	3.83	3.01	1.50	0.31	0.90	1.95		3.41	0.04	0.01	1.17
J. Portland cement concrete	1.72					0.39	NE	0.20	0.37	0.08		0.63	0.05				4,2		
K. Brick															100				
L. Block	5.86		136					2.68				0.63		1.48			0:60		0.47
M. Dual-type	105.86	Name of the last o	16.73	13.25	8.12	20.20	1.06	13.25	5.56	7.26	1.50	2.16	4.10	6.27		3.41	0.64	0.65	1.69

Includes 4,36 Miles of Divided Highway

69-RO24-1

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF __MARYLAND___

For Year Ended December 31, 1944

Urban	Extensions	of	Primary	State	Highway	System
(Indicate abo	ve the subdivision of S	State h	ighway system	(or other sy	stem) reported of	n this form)

		DUAL-TYPE	ROADS						Div	TIDED HIGHW	AYS			
	Road types a	and widths					Types	and widths	of divided road	lways				
First	type	Second	type	Total width in	Length in miles	First ro	padway	Second	roadway	Third 1	oadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J-26	16	F	18	34	٠٠١٠	J-26	20	J-26	20			40	30	0.69
J-26	15	G-12	11	26	0.26	J926	20	J-26	20			40	20	0.48
J-26	16	G-12	101	261	0.10	J-26	24	J-26	25			48	38	2.38
J-26	16	G	18	34	0.19	<b>3-</b> 26	14	J-26	50			64	3	0.12
• 04	20		27	geo rigi	0.60	<b>J-2</b> 6	SĮ	J-26	24			48	?	0.12
J-26	17	G	33 8	53 25	0.39	J-26	24	J-26	24			48	?	0.53
J-26	9	I	15	24	0.88									
J-26	15	I	8	23	1.05	I	29	I	29			58	11	0.04
J-26	20	1	20	40	1.48					_		100 CO		
J-26	67-69	I	15	82-84	0.47								Tota	1 4.36
				lotal	5.86			-						
							-		44 m	-				
								-						
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### PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19.13

[MARY (incl. FAS) (Indicate above the subdivision of State highway system (or other system) reported on this form)

Droze	ст No.		ROA	D REPLACED		7		D BUILT	1		NET
1 ROJE			Type of road				Type of road		Width	Longth	MILES ABAN-
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	Length in miles	DONED (7-11)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Md. 20	3	Eastern Ave. to North Point Rd.	New location				P.C. congrete	J-26	20	0.20	
Md. 5	<u> </u>	154. Marys. Hughaville to					M 11 )1	J-26	42	0.132	¥
Md. 20	DA-NI-3A	Moffett Ave. To Wise Ave.	99		***************************************		Bituminous concrete	1-23	48	2.030	
Md. 20	3	Fastern Ave. to Rd.	n n d, gazar az				P. C. concrete	J-26	20	0.144	1
Md. 20	DA-NI-3A	Moffett Ave. to Wise Ave.	U N N N N N N N N N N N N N N N N N N N				Bituminous concrete	I-23	48	1.210	<u> </u>
. 20	DA-NI-3B	Moffett Ave. to Balto. City Line	n				п	I-23	48	0.400	1
. 20		Restern Ave. to North Point Rd.	W W				P. C. concrete	J-26	20	0.215	
Md. 20		Moffett Ave. to Balto. City Line	n n			***************************************	Dual type	M-33	60	0.177	
Md. 20	-	Fastern Ave. to	10 97				P. C. concrete	J-26	20-	0.149	
		North-Point-Kd	91 91				n n	J-26	78	0-310	( ,
Nd. 20		Moffett Ave. to Baltok-City-Line					17 10 W		20	0.097	4
Md. 20	-	Eastern Ave. to	n n					J-26	60	0.220	1
Md. 20	-	Moffett Ave. to Baltov City Line				0-0-0	Dual type	M-33	20	0.950	
Md. 20		North Point Rd. to	n n				P. C. concrete	J-26			1
Md. 20		Eastern Ave. to	W W			**************************************	u u concrete	J-26	20	0.158	7
vd. 721		Joppa & Harford Rd.	F1 91				Bituminous penetration	H-18	20	0.130	1/
. 711	-	Fairhill Rd. to Childs Rd.	10 10				Nixed bituminous	0-16	22	0.735	
.Md. 152	DA-NB-LA	Md. 152 to Edgewood Arsenal	77 11				P. C. concrete	J-25	5/4	0.390	
Md. 152	19	W	19 98				п в п	J-26	24	0.385	
Md. 235	5 M	1.4 mi. NW Turner Sta.	n n		~		Gravel or stone	E-6	38	3.750	
Md. 254	SH	End of Md. 235 twd.	10 10				Gravel or stone	E-6		4.000	
Md. LOL		Ferry slip to St. Margarets Rd.	97 81				Bituminous penetration	H-18	2-21	0.560	7
91		n	99 19		W		n n	H-18		0.076	EFF
pp		19	n n				M 19	H-18	2-24	0.118	4
<b>M</b>		89	n n				P. C. concrete	J-26	2-24	0.690	1
					0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						
					Total	pramary.	built on new location			17-356	
)											
popular and a second											
	~ = = = = = = = = = = = = = = = = = =										
		A Project in 1939 - Never								3 4 10	-1-19

Sheet 2 of 3
DUPLICATE

### PROJECT RECORD OF ROAD CONSTRUCTION

TMARY (incl. FAS)

STATE OF MARYLAND

For Year Ended December 31, 19. 43

			ROAD	REPLACED				BUILT			NET
Project	No.		Type of road				Type of road				MILES ABAN-
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONED (7-11)
1.(1)291	(2)	2 mi. W. of Willington to W. of Chesterville-Compto	nRd. Graded and drained	C-3	24	2.300	Gravel or stone	E-6	(10) <b>30</b>	2.300	(12)
-222		From US 40 to Bainbridge	P. C. concrete	J-26	15	4.530	Mixed bituminous	G-13	22	4.320	V 0.21
. 41	~~~~~~	US 17 to Little Youghiogheny River	Gravel or stone	E-6	17	0.400	Bituminous penetration	H-19	19	0.400	
1. 504		From Md. 240 to	Bit. surface treated	F-9	21	1.200	Mixed bituminous	G-16	22	1.200	
1. 5		1.6 mi. S. Hughaville to St. Marys Co. Line	n n n	F-9	17.5	0.174	P. C. concrete	J-26	42	0-174	1
, 2		From S. River Br. South	Mixed bituminous	6-14	16	1.000	Mixed bituminous	G-14	24	1.000	
. 2515		1.6 mi. S. Hughsville tol.5mi. N. Me chanicsvil	le Bituminous surf.trea	edF=9	17.5	5.300	P. C. concrete	J-26	22	3-650	1.65
i. 150	DA-WI-5C T	Back River to Marlyn Avenue	Dual type	M	34	1.348	Bituminous concrete	I-23	64	1-348	V
98	DA-WI-3B	Laurence Ave. west to Lutheran Church	Bituminous penetration	H-19	20	0.040	Dual type	M-34	58	0.040	V
	n	n	99 10	H-19	20	0.096	11 11	M-33	68	0.096	1
7	n Q	N	11	H-19	20	0.022	19 99	M-33	68	0.022	1/
•	99	99	n	H-19	20	0.053	n n	M-34	62	0.053	1
	DA+WI-5A	Back River to Marlyn Avenue	10 91	H-19	20	0.531	Bituminous concrete	I-23	60	0.531	1
	11	**	11	H-19	18-20	1.234	n	1-23	62	1.234	. 4
W	P0	10	17	H-19	20	0.530	11	1-23	48	0.530	1
7	19 (2)	10	10	H-19	18	0.020	n n	1-23	48	0.020	
. 20	(2)	Moffett Ave. to Balto. City Line	W N	н-19	18-20	0.400	n	1-23	48	0.400	1
	7		n n	H-19	20	0.080	n	1-23	48-64	0.080	1
1. 152	DA-WR-LA	Md. 152 toward Edgewood Arsenal	Bituminous concrete	1-23	32	0.600	P. C. concrete	J-26	24	0.600	
	9	11	TP PP	1-23	24	0.060	P. C. concrete	J-26	24	0.060	1
1. 62	6	Nd. 6 to West	Gravel or stone	E-6	17	2.200	Bit. Surface treated	F-9	18	2.200	16
1.61 4 62	EDVISE	Md. 425 toward	n n n	E-6	17	2.200	11 11 11	F-9	18	2.200	8
1. 425	28	0.02mi. S. Md. L8L twd. Ironsides	11 11	E-6	17	1.150	R H H	F-9	26	1.150	/
244		From Rd. 1.33 west	n n n	E-6	17	1.500	n n	F-9	17	1.500	
1. W17	L FO	From Md. 235 to Loveville	n n n	E-6	17	3.000	n n	F-9	17	3.000	
235	**********	twd. Hillville	Bit. Surface treated	F-9	17.5	3.250	Gravel or stone	E-6	38	2.420	0.83
v. 254		and of Md. 255 twd. California	17 11 11	F-9	17.5	2.910	n n	E-6	38	1.910	1.00
1. 252-7		twd. 3 Notch Rd.	11 11	F-9	17.5	3.930	P. C. concrete	J-26	22	3.930	
705	86	From Md. 382 twd Naval Airport	Gravel or stone	E-6	30	3.000	Bit. Surface treated	F-9	30	3.000	
	DA-WR-2A	Odenton twdl Jessups	Bit. surface treated	F-9	18	1.680	P. C. concrete	J-25	44	1.680	
10 mm m 44 m 40 m 10 m 10 m 10 m 10 m 10			langed: 2" to 22" of mate	100 100							

ARY (incl. PAS)

## PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF WARTLAND

			Ro	AD REPLACED			Ro	AD BUILT			
Project No.			Type of road		W. S.	Type of road	Type of road			NET MILE ABAN	
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONE (7-1
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
d. 180	DA-TR-2A	Odenton to Jessups		E-6	16	1.400	P. C. concrete	J-26	ليل	1.400	
d. 20	DA-NI-3B B	Eastern Ave. to N. Point Road	1 4 11 - 2 11	H-19	20	0.066	H 8 H	J-26	20	0.020	
d. 20	· 6	W	con 20+ 100 m	H-19	16	0.100	10 PB 37	<b>J-</b> 26	20	0.100	67
d. 20	" B	•		H-19	20	0.280	N N N	J-26	20	0.260	
d. 150	DA-WI-5C P	Eastern Boulevard Bridge over Back River		J-26	20.5	0.281	n n H	J-26	55	0.281	
41		Mt. Lake Park		E-6	18	0.700	Bituminous penetration	H-19	19	0.700	
219	A PARTY AND	Oakland		F-9	18	0.400	11	H-19	20	0.400	
							Total mileage rebuilt			44.229	
							Total new loc	ation		17.356	
_ == +00 = 00 & 00 = 00 = 00							Total mileage	built		61.585	
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	The Carlo										
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U. S. GOVERNMENT PRINTING OFFICE 18-15881

Form SM-2 69-R018

AIMARN (incl. FAS)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

## PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 43

			ROAD BEF	ORE WIDENIE	NG		WIDENING OPER	RATION				ROAD AFTE	R WIDENING			
Projec	er No.	Location	Type of road			T 41	Type of widening laid		Width	Road types	(if single typ	e use only col	. 11 and 12)	Total	Length	NET MII ABAN- DONEL
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	Type symbol	Width in feet	Type symbol	Width in feet	width in feet	in miles	(7-16
(1) US 40	(2)	(3) West Slope Green Ridge	(4) Bituminous penetration	(5) H-18	(6) 2l ₄	(7) 0•38	(8) Bituminous penetration	(9) <b>H-18</b>	(10) 10	(11) H=18	(12) 34	(13)	(14)	(15) <b>3</b> 4	(16) 0.38	(17)
Md. 280			P. C. concrete	J-26	15	0.16	P. C. concrete	J=26	5	J-26	20			20	0.16	
												Total	widening		0.54	
																-
						-										
												~ ~~~~~~~				
												~ ~~~~~~~			01 - 10 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	
							·									
															~~~~~~~~~~	
,												-				
											-	-			-	
					·											
						-										
# # # # # # # # # # # # # # # # # # #												-				
***************************************					-							-			-	
**************************************															-	
	The Late															
*****************	No. of the last of															
(************************************	A															

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OFMARTIAND

(Aldience source the	e subdivision of State highway system (or other sys	ED FROM OTHER SYSTEMS					MILEAGE TRA	NSFERRED TO OTHER SYSTEMS			
	MILEAGE ADDI							Type of road			
System from which transferred	Location	Type of road Description	Type symbol	Width in feet	Length in miles	System to which transferred	Location	Description	Type symbol	Width in feet	Length in miles
(1) (2) (X)	2mi.wof MilPington to W. of Chesterville-Compton R	(3)	(4) C=3	(5) 21 ₄	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	Back River to Marlyn Ave.		J-26	201	0.28						
	Odenton toward Jessups	Bit. surface treated	F-9	18	1.68 /			apaaaaaaaaaaaaaaaaaaaaaaaaaaaaaaa			
County AA	10 10 10	Gravel or stone	E-6	16	1.40						
		Total mileage	transfer	red	5.66	-					
		5									******

				0 - 4 - 2 - 3 - 3 - 3 - 4 - 4 - 4 - 4 - 4 - 4 - 4							

Form SM-4 69-R020-1

STATE PRIMARY SYSTEM (Incl. FAS)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

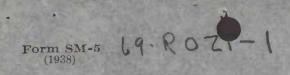
HIGHWAY MILEAGE ANALYSIS SCHEDULE

DUPLICATE

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1943...

		Carro	DES IN SYS	rew Othe	r Than								Á	CCGUNTING	TABLE GF	CGNSTRUCT	ION CHANG	OES										
		CHANG	Consti	RUCTION						SALE.		Type of road	d replaced	or abandone	ed						Sumi	mary of eon	struction 6	ehanges		NET TOTAL	Existing Mileage	
Type of Road Existing or Built	EXISTING MILEAGE AT BEGIN-	Revisions	Mileage	transfers	Net	Built on	A	В	C	D	E	F	G	Н	I	J	K	L	M	1	Mileage buil	lt during ye	ear	Mileage	Net mileage	CHANGE IN MILEAGE	AT END OF	TYPE OF R (symbol
	NINO OF YEAR	due to resurvey or former error (+ or -)	Additions from other systems	to other	changes other than construction (2+3-4)	new loca- tion		Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- minous eonerete and sheet asphalt	Portland eement eonerete	Briek	Block	Dual- type	On earth roads or new loca- tion	New types replacing old sur- face	Reconstruction to same type	Total	of former types re- placed	ehange due to construction (23-24)	(5+25)	(1+20)	
	(1)	(2)	(3)	(4)	(5)	(6)	-	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	(1)		**	**	**	**					7000	3.480		0.046		0.210				**	**	**	(0.000)	**	**	**	**	Abandoned
ad abandoned	**	**	**			-		**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	(9.736)					A
Primitive	*					**	**		**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	-				B.
Unimproved						**	**	**										-	-			- \						D.
Grade and drained			2.300		2.300	-												-	-			- ^		2.300	- 2-300	1	10.00	D.
Soil-surfaced	19.200									1																	19.20	D.
Gravel or stone	45.550		1.400		1.400	7.750	Y		2.306			4.330	100 CX	-		-				19.050	4.930		14.380			* 9.23	45.78	E.
	621.920		1.680	DIG S	1.680						13.050				_	-					13.050		13.050	18.844	- 5.794	100000000000000000000000000000000000000	617.81	F.
Bituminous surface-treated	651.990			4		0.735	85-25					1.200	1.006		-	4.920			-	0.735	5.520	1.000	7.255	1.000	+ 6.255	+ 6,25	658.24	G.
	871.920					0.884					1.100	0.400							-	0,884	1.500		2.364	9.452	- !.068	- 1.07	870.85	н.
Diedininous Concrete Wild Succes	310.890					3.640							A STATE OF THE PARTY OF THE PAR	2.795					1.348	3.640	4.143		7-783	0.660	+ 7.123	* 7.12	318.01	I.
phalt	1,613,940		0.281		0.281	3.950					1.400	9.434	0,100	0.400	0.660	0.281				3-950	11.894	0.281	16.125	4.811	+11.314	+11.60	1,625.54	J.
Portland cement concrete								-																				к.
Briek								-		3.83				-			2333000						1 1.0383		The same			L.
Bloek	126.470					0.397					-			0.211				10000		0.397	0,211		0,608	1,349	- 0.746	- 0.74	125.73	M.
Dual-type	4,261.880		5, 661		5.661	17.356			2.300		15.550	18.844	1.000	3.452	0.660	4.811			1.348	19.656						1000	The state of the state of	TOTALS.



UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19_43

		RURAL ROADS	Under State	Control		URBAN EXT	ensions of Stat System	e Highway	TOTAL DESIG-	TOTAL ROADS
TYPE OF ROAD	Primary State highway system (incl.FAS	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total	NATED STATE HIGHWAY SYSTEM	AND STREETS REPORTED (5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
Unimproved										*************
Graded and drained					**************				~~~~~ ~	19.20
D. Soil-surfaced	19.20				19.20					45.78
E. Gravel or stone					45.78			2.73		620.51
F. Bituminous surface-treated	617.81				617.81	2.73		10.14		668.3
G. Mixed bituminous	658.24				658.24					888.2
H. Bituminous penetration	870.85				870.85	17.36		17.36		
I. Bituminous concrete and sheet asphalt	318.01			1	318.01	11.61		11.61		329.6
ECHICAGO IN THE STATE OF THE ST	1,625.54				1,625.54	56.44		56.44		1,681.98
J. Portland cement concrete			~~~~			1.72		1.72		1.72
K. Brick				-						
Block	195.73		~ w * w * = w * = = 0 = 0 = 0 = 0		125.73	5.86		5.86		131.5
Dual-type	125.73				4,281.16			105.86		4.387.0



Form SM-6 69-R022-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

DUPLICATE

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19.43.

	0	N RURAL RO.	ADS UNDER	STATE CONTRO	L	On Urb	AN EXTENSION Sys	NS OF STATE	Highway	TOTAL MILEAGE	BY STATE	EAGE BUILT E HIGHWAY ENT (SPEC-	
TYPE OF ROAD BUILT	Primary	Secondary	State-aid	County or local roads	m-1-1	On designated State	On condcc not on system	ting streets designated	Total	BUILT ON DESIGNATED STATE HIGHWAY			TOTAL REPORTED
	State high- way system	State high- way system	system	under State eontrol	Total	highway system	By State highway department	By city authorities	Total	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced													-1 -0
E. Gravel or stone	14.38				14.38					14.38			14.38
F. Bituminous surface-treated	13.05				13.05	0.10			0.10	13.15			13.15
G. Mixed bituminous	7.26				7.26					7.26			7.26
H. Bituminous penetration	2.38				2.38					2.38			2.38
I. Bituminous conerete and shect asphalt	7.78				7.78					7.78			7.78
J. Portland cement concrete	16.12				16.12					16.12			16.12
K. Brick								,					
L. Block													
M. Dual-type	0.61				0.61					0.61			0.61
Total	10 00				61.58	0.10			0.10	61.68			61.68

Form SM-7 69-8023-1

UNITED STATES DEPARTMENT OF AGENCY PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

PRIMARY (incl. FAS)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND
FOR YEAR ENDED DECEMBER 31, 19.43

	TOTAL						ENTER B	ELOW THE NU	UMBER OF MI	LES OF EACH	TYPE HAVING	THE FOLLO	WING WIDTHS	S IN FEET					
TYPE OF ROAD	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved										w									
C. Graded and drained	30.00			12.47		5.69							1.04						
D. Soil-surfaced	19.20		2.17	9.70		6.01				13.02	4.91		7.75	0.69	1.11				
. Gravel or stone	617.81		21.52		29.85	17.42		1.84	1.01	3.00	0.64		0.15	0.13	1.06	0.25			-
A. Bituminous surface-treated	658.24		227.26	299.42	39.39	48.87	35.16	3.94	1.14	0.14			0.65	0.30					-
G. Mixed bituminous	870.85		112.74	252.47	43.06	364.87	44.87	37.34	4.25	2.43		2.04	0.25	1.78		2.92	0.05		1.11
H. Bituminous penetration	318.01		13.84	25.47	32.42	128.17	37.85	33.52	1.40	9.93	0.57	3.98	3.67	15.46		4.92	0.61	0.29	5.91
I. Bituminous concrete and sheet asphalt.	1,625.54	87.71	538.55	426.05	144.14	185.29	83.97	51.39	5.60	10-87		1.64	2.55	52.98	7.41	25.14	0.47	0.31	1.47
J. Portland cement concrete							~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~												
K. Brick							****												
L. Block	125.73				4.60	9,73	50.79	59.76	25.41	20.84	0.20	5.65	16.31	18.16	0.88	1.19	2 2 2	0.45	1.49
M. Dual-type	4.281.16	90.77	916.08	1.566.52	293.46	756.32	202.64	187.79	18.81	60.23	6.32	13.31	22.37	89.50	10.46	34.42	1.13	1.05	9.98

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 21, 19.43

MARY (incl. FAS)

		DUAL-TYP	E ROAD (Tot	al 125.7	3 miles)				Div	IDED HIGHW	AYS			
	Road types a	and widths					Types	and widths	of divided road	lways				
First	type	Second	d type	Total width in	Length in miles	First re	oadway	Second	roadway	Third	roadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	fect		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
F	8	J	10	18	4.60				No. Age					
F	8	J	15	23	13.05	1-23	24	I-23	24			48.	36°	2.03
V	8	J	16	214	1.94	1-23	24	1-23	21,			48	36	1.21
	8	J	17	25	4.70	1-23	24	I-23	Sh			48	36	0.05
F	8	J	18	26	8.83	I-23	24	I-23	24			48	36	0.20
F	10	J	18	28	2.96	1-23	21,	1-23	24			48	36	0.40
F	10	J	20	30	1.10	1-23	24	1-23	511			48	36	0.18
F	15	ď	15	30	0.90	1-23	24	I-23	21;	J-26	12	60	14	2/0.18
P	16	J	16	32	2.33	1-23	24	1-23	24	J-26	12	60	14	5/0.55
p	16	J	20	36	3.55	I-23	24	1-23	Sit	-4		48	36	0.40
F	18	J	16	34 .	0.39	1-23	32	I-23	32			64	36-10	0.08
P	20	J	14	34	2.36	1-23	30	1-23	30		-	60	2	0.53
	20	3	15	35	2.50	1-23	24,	I-23	24	J-26	10	58	26 21	2/0.01
<u></u>						(1-23	5/1	1-23	24	J-26	7-13			
F	10		22	32	3.38	7	-			J-26	7-13	00°	2-12	2/0.10
G-12	14	J-26	14	28	0.25	(I-23	5/1	I-23	24	J-26	7-13			
G	18	H	10	28	0.20	1				J-26	7-13	Over 60'	2-12	2/0.02
G-17	20	J-26	82	102	0.07	1-23	30	I-23	24	J-26	8	62	2	2/0.0
0-16	20-27		Variable	36	0.08	1-23	32	1-23	32			64	2	1.3
				-		(H-18	24	H-18	24	H-18	20			
H	8		18	26	1.13	(H-18	20	88	28 20	0.56
H	10		20	30	2.16	(H-18	24	H-18	24	H-18	St			
- H	10	-	23	33	0.10	1				H-18	24	96	30 10	0.08
	10		511	34	0.08	H-18	SIT	H-18	21,			48	19 10	0.18
19	Variable		20	36	0.18	J-26	24	J-26	24	-		48	10 10	0.6
H	16				0.15	J	20	J	20	-		40	20	0.4
<i>I</i> 1			511	40	0.17	J	20	J	20	_		40	6-50	7.4
						J	20	J	20			40	30	26.8

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 143

MARY (incl. PAS)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TYP	E ROADS						Div	TDED HIGHW	AYS	7 7 7		
	Road types	and widths					Types	and widths	of divided road	lways				
First	type	Second	l type	Total width in feet	Length in miles	First re	oadway	Second	roadway	Third 1	oadway	Total surfaced width in feet	Average width of dividing strips	Length miles
Type ymbol	Width in feet	Type symbol	Width in feet	1000		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	1660		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
H	8	J	15	23	0.37	al .	20	J	20			40	20	0.2
H	9	J	15	24	0.38	J	20	J	22			42	50	11.7
H	9.5	J	15	24.5	0.14	J	22	J	22			Lift	40	1.5
H	10	J	15	25	8.71	J	22	J	22			لبلب	45	3.0
H	10	J	16	26	2.93	J	ध्य	J	24			48	36	2.7
H	11	J	15	26	1.50	J	24	J	24			48	38	12.5
H	11	J	16	27	2.00	J	24	J	211			48	4	0.3
H	12	J	10	22	0.79	J-26	24	J-26	24			48	7	2.
H	14	J	16	30	0.97	J-26	24	J-26	24			48	18	0.
H	15	J	25	40	0.63	J-26	24	J-26	Slt		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	48	18	0.0
H	16	J	24	80 -	1/0.40	J-26	24	J-26	24			48	?	0.
H	16	J	54	110	1/0.09	J-26	24	J-26	24		_	48	36	1.
H	18	J	20	38	1.21	J-26	24	J-26	24			48	36	0.
H	18	J	22	40	0.32	(J-26	24	J-26	49	J-26	49		13-28 16-36	
H	19	J	15	34	0.32	(J-26	24					146	13-28	0.
H	20	3	16	36	0.40	(J-26	24	J-26	21,	J-26	24		38	
	20		20	40	0.40	(3-26	24					96	28	0.
H		J		48	0.10	(J-26	24	J-26	34	J-26	24		36-26	-
H	20	J	28	64	0.19	(J-26	24				_	106	28	0.
<u> </u>	40	J-2 6	24			J-26	34-24	J-26	34-24	J-26	24	92-72	26 - 52 18 - 28	0.
.	8	•	3.6	23	11.65	J-26	24	J-26	24	J-26	24	72	52-62	0.
<u> </u>		J	15		0.90	J-26	30-24	J-26	60-21		-	90-48	15-18	0.
I	17	J	22	39		J-26	32	J-26	32			64	?	0.
I	20	J	19	30	2.03		32-27	J-26	34-39			66	6	0.
I	20	J	20	40	6.94	J-26	34	J-26	24			58	26	0.
I	20	J	20	40	9.72	J-26		J-26	Sti-fis			48-84	62	0.
I	20	J	38	58	0.41	J-26	21-112			J-26	24		-12-5ft	
I	20	J	40	60	0.26 5.89	(J-26 (J-26	39-34	J-26	27-32			110	55-38	0.

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1943

(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TYP	E ROADS						Div	IDED HIGHW	AYS			
	Road types	and widths					Types	and widths	of divided road	ways				
First t	type	Second	d type	Total width in	Length in miles	First r	oadway	Second	roadway	Third r	oadway	Total surfaced width in	Average width of dividing	Length in miles
Type ymbol	Width in feet	Type symbol	Width in feet	feet	lunes	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	
1000	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
(1) T	22	J	10	32	0.54	J-26	39	J-26	39			78	6	0,11
I	22	J	22	44	0.88	J-26	39-30	J-26	39-27			78-57	6-15	0.10
*	<u>ड</u> ी	J	8	32	1.54	J-26	42	J-26	42			84	62-52	0.06
P	SI	J-26	24	48	1.09	J-26	42	J-26	42			84	52-35	0.04
I-23	48	J=26	12	2/60	0.18	J-26	46-36	J-26	36	J-26	20	102-92	10-6 70-55	0.09
1-23	48	J-26	12	2/60	0.22	J-26	24	1-24	24			48	18	1.09
1-23	48	J-26	14	2/58	0.04	J-26	36	J-26	46	G-17	20	91	10-20	0.07
1-23	48	J-26	20	2/60 ver	0.10	H	20	H	20	0 00 00 00 00 00 00 00 00 00 00 00 00 0		40	Sli	0.30
I-23	48	J-26	20	2/80er	0.02	H	20	Н	22			42	26	0.20
I-23	54	J-26	8	2/62	0.05	H	ST	H	24			48	20	2.80
						H	16	J	40			80	12	1/0.40
		-	Shee	t 3	4.66	H	13	J	40			110	12	1/0.0
				5 2	59.65	H	34	H	34			68	20	0.4
			Shee		56.99	I	24	I	24			48	42	0.3
				Total	121.30	oh.	25	I	25			50	4	0.6
3/Erro	r in 1941	SM-8				ī	25	I	30			55	4	0.2
4		M - 231	-26		44.43	I	29	I	32			61	14	1.1
		-				I.	31	I	31			62	14	0.8
	Total exi	sting mil	leage to	12/31/43	125.73		***************************************							
/one 1	ane of di	ivided his	shway and	one of t	ype M.							Sheet 3		9.1
		d highway								4		Sheet 2		35.7
Re-in	ventory	should pro	vide cor	rect anal	ysis.	0						Sheet 1		43.1
									Matel	a vija tija v	miles es	12/31/4	3	88.0
> = = = = = = = = = = = = = = = = = = =									Total	BAARCING	WITTER PO	20 20/ 72/4		
						*-								

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

		(Indicate above the subdivision of State in	ghway system (or other system) reported on t				Po	AB BUILT			
	A THE SHAPE	THE PARTY OF THE P	A STATE OF THE PARTY OF THE PAR	ROAD REPLACED		SEE COST		AB BUILT	1		NE
Projec	T No.		Type of road				Type of road				MIL ABA
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DON (7-
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1
· 219	(4)	From Md. 41 (8) to a point in Oakland.	P. C. concrete	J=26	18	0.10	Bituminous penetration	H-20	20	0.10	
					0 - 70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						
						g =					
		/Wa Ramm 6W-2 mas									
No widen		- (No form SM-2 pre									
No miles	ge transfer	a (No rorm out) by	y -1,047		-						17.35
									-,		
						-					
	20 AM GO NO AN					-					
						-					
		-									3.13
										-	
					28120	1 78 201		Distance of the last of the la		BS BOTH	1000

Form SM-4 .69-R070-)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

STATE OF MARYLAND

URBAN EXTENSION - STATE PRIMARY (incl. FAS)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

FOR YEAR ENDED DECEMBER 31, 1943

DUPLICATE

		Chanc	ges in Sys	тем Отнен	R THAN								A	CCOUNTING	TABLE OF	Construct	ion Chan	GES										
			Const	RUCTION								Type of roa	d replaced (or abandone	ed				Daniel of		Sumi	mary of con	struction c	nanges		NET TOTAL	Existing	
TYPE OF ROAD EXISTING OR BUILT	Existing Mileage AT Begin- NING OF	Revisions	Mileage	transfers	Net	Built on	A	В	C	D	Е	F	G	Н	I Diam	J	K	L	M		Mileage buil	t during ye	ar	Mileage	Net mileage	CHANGE IN MILEAGE	MILEAGE AT END OF YEAR (1+26)	TYPE o (syr
	YEAR	due to resurvey or former error (+ or -)	Additions from other systems	to other	changes other than construction $(2+3-4)$		Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- ininous penetra- tion	Bitu- minous concrete and sheet asphalt	cement	Briek	Block	Dual- type	On earth roads or new loca- tion	monlaging	Reconstruction to same type	Total	of former types rc- placed	change due to construc- tion (23-24)	17.00	(1+20)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	**	**	**	**	**	**										1000				**	**	**	()	**	**	**	**	Abando
oad abandoned		44			-	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
. Primitive					-	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
. Unimproved															23125		2000	I BOOK										C.
Grade and drained												10 305			-						-	*********		-				D.
Soil-surfaecd.								d				34/3									-							E.
Gravel or stone	2.73			-																							2.73	F.
Bituminous surface-treated	10.74																						-		_		10.14	G.
Mixed bituminous	17.26								-							0.10					0.10		0.10	-	+ 0.10		17.96	H.
Bituminous penetration	11.61													THE STATE OF													11.61	T
phalt	56.54								-					-										0.10	- 0.10		56.44	T
Portland cement concrete	1.72							-	-									***************************************									1.72	W.
Briek	5-26-			-							-			-			13/1- 5										5.06	T.
Block			-	-					-	-				-													5.80	M.
Dual-type	5.86														-	0.10					0.10		0.10	0.10			105.86	TOTALS
Totals	107000			tone		())							1														_ IUTALS.

Form SM-7 69-R023-1

FEDERAL WORKS AGENCY
UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1943

URBAN EXTENSIONS - PRIMARY

(Indicate above the subdivision of State highway system (or other system) reported on this form)

	TOTAL						Enter 1	BELOW THE N	UMBER OF M	LES OF EACH	TYPE HAVI	NG THE FOLLO	WINO WIDTH	s in Feet					
TYPE OF ROAD	EXISTING MILEAGE	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and ov
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
. Primitive												_							~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
. Unimproved		*********																	
Graded and drained												-							_
. Soil-surfaced																	/		
. Gravel or stone				9 66									0.00						
, Bituminous surface-treated	2.73		0.26	1.55	0.10	0.24						- ()	0.58						
. Mixed bituminous	10.14		2.04	3.78	0.55	0.30		0.64	0.47	0.87		०॰गिर	0.40	0.60					0.05
The state of the s	17.36		0.33	1.94	0.58	7.26	0.60	3.45	0.42				1.38	1.40					
. Bituminous penetration	11.61		1.26	0.85		2.95	0.17	0.75	0.47	3.30		0.15	0.79	0.84				0.04	0.04
Bituminous concrete and sheet asphalt.	56.44		12.84	5.13	6.89	9.06	0.29	5.54	3.83	3.01	1.50	0.31	0.90	1.95	\$ \cdot \cdo	3.41	0.04	0.61	1.13
Portland cement concrete	1.72					0.39		0.20	0.37	0.08		0.63	0.05						
. Brick						0037													
Block								- 10								-	0.60		0 1.7
1. Dual-type	5.86				40 .016			2.68				0.63		1.48			0.60		0.47
Total	105.86		16.73	13.25	8.12	20.20	1.06	13.26	5.56	7.26	1.50	2.16	4.10	6.27		3.41	0.64	0.65	1.69

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1943

(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TY	PE ROADS (TO	tal 5.86	miles)				Div	IDED HIGHW	AYS			
	Road types						Types	s and widths	of divided road	lways				
First	type	Secon	d type	Total width in	Length in miles	First r	oadway	Second	roadway	Third 1	roadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
J-26	16	F	18	34	0.44	J-26	20	J-26	20			40	30	0.69
J-26	15	Q-12	11	26	0.26	J-26	20	J-26	20			ЦО	20	0.48
1-26	16	G-12	103	261	0.10	J-26	214	J-26	511			48	38	2.38
1-26	16	G	18	34	0.19	J-26	14	J-26	50			64	?	0.12
J- 26	20	G	33	53	0.60	J-26	24	J-26	24			48	9	0.12
J-26	17	H	8	25	0.39	J-2 6	ध्य	J-26	Sff			1,8	?	0.53
J-26	9	I	15	24	0.88		~ =				**************************************			
J-26	15	I	8	23	1.05	I	29	I	29			58	11	0.0
J - 26	20	I	20	40	1.48		00 OC 0						~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	
J-26	67-69	I	15	82-84	0.47					-				
		-							xisting-m	leare to	10/21/12			4.3
To	tal exist	ing miles	age to 12/	/31/43	5.86				X18-0418W					
						-								
	-		i											
	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
the time that the contract time the contract time the contract time time time time time time time tim				11 194 185 27		STATES.	2000	15 3 1 13						

PROJECT RECORD OF ROAD CONSTRUCTION

Sheet i of 3

STATE OF ..

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1922

	27			ROAD REPLACED			R	OAD BUILT			NET
Proj:	ECT No.		Type of road	t e e e e e e e e e e e e e e e e e e e			Type of road				Mile Aban-
State	Federal	— LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONE! (7-1)
(1) lo-180-5-6	(2) FAP 145-A (4)	Herring Creek to US 213- Ocean City	(4)	(5)	(6)	(7)	(8) Portland Com. Conc.	(9) J-26	Divided 2-24	(11) 2.10	(12)
To-180 MAT		US 213 - Sinepuxent Bay Bridge	Nee Location			•	Portiand Com. Conc.	J-26	161	0.43	•
Io-180 "8"		us 213 - Horring Crook Bridge	Portland Com. Conc.	J-26	17	0.02	Portland Com. Conc.	J-26	2-32	0.02 /	->
1 i -88-1	•	#d. 352 - Whitehaven	Gravei or Stone	E-6	16	3.30	Bit. Surf. Treated	F-9	20	3.30	
9-19 -		Md. 413 - Marion to Hopeseil	Nee Location			•	Portland Com. Conc.	J-26	22	2.50	
	. 5 (US 13 - Greenhill Relocation	Bituminoue Conc.	1-24	17	0.69	Portland Com. Conc.	J-26	24	(0.69)	(.)
5-124-1	•	US 13 - (Same)	New Location			•	Portland Gom. Conc.	J-26	24	0.05	
0-120	• (Md. 304 - to Rutheburg	Bit. Surf. Treated	F-7	16	1.36	Soil Surfaced	0-4	16	(1.36) 6	8
Q-120	-	Wd. 904 - (Same)	(Error) Gravei or Stone	E-6	16	0.80	Spil Surfaced	0-4	16	0.80	- >
Maint. Forces Q-156-1		Md. 33 - At Romancoke	Soil Surfaced	0-4	20	1.80	Grevel or Stone	E-6	20	1.00	
Co-164		Sour Apple Tree Cor. Nd. 313 - to Tee Johne	Mixed Bituminous	G-12	22	2.60	Bituainous Conc.	1-24	22	2.60	(-)
M-331-1-366	DA-NC-1A	Jones Wridge Rd Nd. 702 - Rockville Pk. ted.	Bit. Surf. Treated	F-9	15	0.63	Mixed Situainous	8-12	20	0.63	- /
	ON-HO-IN	Connecticut Ave.									
1-352		Md. 688 - Redland ted. Derwood	Bit. Surf. Treated	F-9	12	0.38	Rixed Bituminous	9-12	16	(0.38)	
: Haward	- VAS	Md. 100 - ted. Md. 99	Mixed Bituminous		10	2.33	Sit. Surf. Treated	F-9	15	2.33	6
No-198-1		Md. 175 - B.S.O. at Jessepe	New Location			• 10	Portland Com. Conc.	J-26	24	0.57	
-X-1-311	. (Ed. 710- ington twd. Ritchie Hwy	Bit. Surf. Treated	F-9	14	0.24	24 Portland Com. Conc. 40 Bituminous Pen.	H-93	64	0.19	0.05
-X-2-311		Md. 710 - eame (cont'd.)	Bit. Surf. Treated	F-9	12	0.59	Portland Com. Conc.	J-26	24	0.54	0.05
AA-312-X-2-311	}	Md. 710 - Ritchie Hwy.	New Location	•		-	Portland Com. Conc.	J-26	24	1.07	•
1A-317-X		High Power Redio Rd. Exp. Sta. Rd. to Recervation	Bit. Surf. Treated	F-9	14	0.25	Mixed Bituminoue	G-14	18	0.25	
8-336-1-466	FAP 449-0 {	US 40 - Edmondson Ave. ext. from City Line to Rolling Rd.	Non Location				Portland Com. Conc.	J-26	Divided 2-24	1.84	-
8-336-1-466	FAP 449-0	US 40 - cano	Bit. Surf. Treated	F-9	17	0.50	Portland Com. Conc.	J-26	Divided 2-24	0.50	•
B-333-4-466		Md. 150 - Eastern Blvd end Martin C.L. ted. Bengies (Portland Com. Conc.	J-26	20	1.090	Portland Com. Comc. (new) Bituminous Conc. (resurf.)	M-33	0iy. & due! 2-24	1.090	-
8-333-4-466	•	Md. 150 - mane	Portland Com. Conc.	J-26	20	0.269	Portland Gem. Conc.	J-26	Divided 2-24	0.269	v . L
1-333-4-466	•	Hd. 150 - eame	Mixed Bituminoue	9-17	21	0.082	Portland Com. Conc.	J-26	Divided 2-24	0.082	. /
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			•					A BULL	1 TEV.	BURKE	

Sheet 2 of 3

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 42

PROJECT RECORD OF ROAD CONSTRUCTION

PRIMARY STATE MIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

ral 463-8 463-8 463-8 463-8 463-8 463-8 -463-8 -463-8 -463-8	LOCATION Md. 700 - Martin Blvd Middle River Rd Eest. Blvd Md. 700 - eane Md. 700 - same Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd. Md. 150 - aame	Description (4) New Location New Location Portland Gem. Genc. Portland Gem. Genc.	Type symbol (5) J-26 J-26 J-26 J-26 J-26 J-26 J-26 J-26	Width in feet (6) 20 20 20 20 20 20 20 20 20 2	Length in miles (7)	Description (8) Portland Com. Conc. Portland Com. Conc.	J-26 J-26 J-26 J-26 J-26	Width in feet 1-36 Div 1-26 Div 2-24 Div 2-25 Div 2-27 Div 1-34 Div 1-34 Div 1-34 Div 1-34 Div 1-24 Div 1-24 Div 1-24 Div 1-24 Div 1-25 Div 1-26 A 1-26 A 1-26 A 1-27 A 1-41	Length in miles (11) 0.026 0.074 0.054 0.098 0.055 0.025 0.065 0.056	NET MILES ABANDONED (7-11)
463-8 463-8 463-8 463-8 463-8 463-8 -463-8 -463-8 -463-8 -463-8	Md. 700 - Martin Blvd Middle River Rd Eest. Blvd Md. 700 - eane Md. 700 - same Md. 700 - same	(4) Nee Location New Location Portland Gem. Genc. New Location Mixed Bituminous	J-26 J-26 J-26 J-26 J-26 J-27	in feet (6) 20 20 20 20 20 20 20 20 20 2	in miles (7) - 0.054 0.038 0.055 0.025 0.065 0.056 - 0.075	Portland Com. Conc.	symbol (9) J-26	in feet 1-36 Div 1-36 Div 1-26 Div 2-24 Div 2-69 Div 2-69 Div 2-69 Div 1-34 Div 1-34 Div 1-34 Div 1-24 Div 2-39 Div 1-24 Div 1-24 Div 1-25 Div 1-26 Div 1-26 Div 1-26 Div 1-26 Div 1-26 Div 1-26 Div 1-27 Div 1-28 Div	(11) 0.026 0.074 0.054 0.055 0.055 0.025 0.065	DONED (7-11) (12)
463-8 463-8 463-8 463-8 -463-8 -463-8 -463-8 -463-8 -463-8	Middle River Rd Eest. Blvd Md. 700 - eane Md. 700 - same Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd.	New Location Portland Cem. Gonc. Portland Cem. Gonc. Portland Cem. Gonc. Portland Gem. Gonc. Portland Gem. Gonc. Portland Gem. Gonc. New Location Mixed Bituminoue	J-26 J-26 J-26 J-26 J-26 J-26	20 20 20 20 20 20 20	0.054 0.038 0.055 0.025 0.065 0.056	Portland Com. Conc.	J-26 J-26 J-26 J-26 J-26 J-26 J-26 J-26 J-26	1-24 Div. 2-49 Div. 2-49 Div. 2-49 Div. 2-29 Div. 2-29 Div. 2-29 Div. 2-24 Divided 2-39 Divided 2-42 1-36 Div. 2-42 1-36 Div. 2-42 1-26 dual	0.026 0.074 0.054 0.038 0.055 0.025 0.065 0.056	· · · · · · · · · · · · · · · · · · ·
463-8 463-8 463-8 463-8 -463-8 -463-8 -463-8 -463-8 -463-8	Middle River Rd Eest. Blvd Md. 700 - eane Md. 700 - same Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd.	New Location Portland Gem. Gonc. New Location Mixed Bituminous	J-26 J-26 J-26 J-26	20 20 20 20 20 20 20	0.054 0.038 0.055 0.025 0.065 0.056	Portland Com. Conc.	J-26 J-26 J-26 J-26 J-26 J-26 J-26 J-26	1-26 2-24 2-69 Div. Divided 4-24 2-29 Div. 2-29 Div. 2-29 Div. Divided 2-32 Divided 2-42 1-36 Div. 1-46 4 1-20 dual	0.074 0.054 0.038 0.055 0.025 0.065 0.056	
-463-8 -463-8 -463-8 -463-8 -463-8 -463-8 -463-8	Md. 700 - same Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd.	Portland Com. Conc. New Location Mixed Bituminoue	J-26 J-26 J-26 J-26	20 20 20 20 20 20 20	0.054 0.038 0.055 0.025 0.065 0.056	Portland Com. Conc.	J-26 J-26 J-26 J-26 J-26 J-26 J-26	2-49 (01v 1-34 (01v 1-34 (01v 1-34 (01v 1-24 (01v 1-24 (01v 1-24 (01v 1-24 (01v 1-24 (01v 1-24 (01v 1-24 (01v 1-24 (01v 1-25 (01v 1-26 (01v 1-26 (01v 1-26 (01v 1-26 (01v)	0.054 0.038 0.055 0.025 0.065 0.056	/ . / . / . / . / . / . / . / . / . / .
-463-8 -463-8 -463-8 -463-8 -463-8 -463-8	Md. 700 - same Md. 760 - same Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd.	Portland Com. Conc. New Location Mixed Bituminoue	J-26 J-26 J-26 J-26	20 20 20 20 20 20	0.038 0.055 0.025 0.065 0.056	Portland Com. Conc.	J-26 J-26 J-26 J-26 J-26 J-26	3-24 Div 1-34 Div 2-29 Div. Divided 3-24 Divided 2-42 Divided 2-42 1-36 Div. 1-46 \$ 1-20 dual	0.038 0.055 0.025 0.065 0.056	/ · / · / · / · / · / · / · / · / · / ·
-463-8 -463-8 -463-8 -463-8 -463-8 -463-8	Md. 700 - same Md. 700 - same Md. 700 - same Md. 700 - same Md. 760 - same Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd.	Portland Com. Conc. Portland Com. Conc. Portland Com. Conc. Portland Com. Conc. New Location Mixed Bituminous	J-26 J-26 J-26 J-26	20 20 20 20 20	0.055 0.025 0.065 0.056	Portland Com. Conc.	J-26 J-26 J-26 J-26 J-26	2-29 (Div. 1-24 (Div. Divided 3-24 Divided 2-93 Divided 2-42 Divided 2-42 1-36 (Div. 1-46 (& 1-20 (dua)	0.055 0.025 0.065 0.056	V. X.
-463-8 -463-8 -463-8 -463-8 -463-8	Md. 700 - seme Md. 700 - seme Md. 700 - seme Md. 760 - seme Md. 150 (Eastern Bivd.) Harrison AveMertin Bivd.	Portland Gem. Conc. Portland Gem. Conc. Portland Gem. Genc. New Location Mixed Bituminous	J-26 J-26 J-26	20 20 20 20 20	0.025 0.065 0.056 - 0.075	Portland Com. Conc.	J-26 J-26 J-26 J-26 J-26	Divided 3-24 Divided 2-33 Divided 2-42 1-36 Div. 1-46 & 1-20 due 1	0.025 0.065 0.056 0.097	V. X
-463-8 -463-8 -463-8 -463-8 -463-8	Md. 700 - sene Md. 700 - sene Md. 700 - sene Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd.	Portland Gem. Conc. Portland Gem. Conc. New Location Mixed Bituminous	J-26 J-26 - 4-17	20 20	0.065	Portland Com. Conc. Portland Com. Conc. Portland Com. Conc. Portland Com. Conc.	J-26 J-26 J-26 H-33	3-24 Divided 2-33 Divided 2-42 Divided 2-42 1-36 Div. 1-46 & 1-20 dual	(0.065 (0.056)	V.
-463-B -463-B -463-B -463-B	Md. 700 - sene Md. 700 - sene Md. 700 - sene Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd.	Portland Com. Conc. New Location Mixed Bituminous	J-26 - Q-17	20	0.056	Portland Com. Conc. Portland Com. Conc. Portland Com. Conc.	J-26 J-26 H-33	2-99 Divided 2-42 Divided 2-42 1-36 Div. 1-46 & 1-20 dual	(0.056)	X
-463-8 -463-8 -463-8	Md. 700 - same Md. 700 - same Md. 150 (Eastern Bivd.) Harrison AveMertin Bivd.	New Location Mixed Bituminous	Q-17	20	0.075	Portland Com. Conc. Portland Com. Conc.	4-26 H-33	2-42 Olvided 2-42 1-36 Div. 1-46 & 1-20 due i	(0.037)	XV
-463-8 -463-8 -463-8	Nd. 760 - same Nd. 150 (Eastern Blvd.) Harrison AveMertin Blvd.	Mixed Bituminous	Q-17	20		Portland Com. Conc.	H-33	2-42 1-36 Div. 1-46 A 1-20 dual		/
-463-8 -463-8	Md. 150 (Eastern Blvd.) Harrison AveMertin Blvd.					Mixed Bituminoue		1-46(& 1-20(dual	0-075	
	Md. 150 - asme	Portland Com. Conc.	J-26	20		January	-	1-41		The state of the s
160.0			STATE OF THE PARTY		0.088	Portland Com. Come.	J-26	1-36 Div.	(0.088)	
-+03-8	Md. 150 - eame	Portland Com. Conc.	J-26	20	0.018	Portland Com. Conc.	J-26	1-96-5 1-29-5 01v 1-24 1-20		1
-463-8	Md. 150 - aame	Portland Com. Conc.	J-26	20	0.032	Portland Com. Conc.	J-26	1-29-5 01v 1-96-5 01v	0.032	Y 1-
-463-8	Nd. 150 - 1100	Portland Com. Conc.	J-26	20	0.110	Portland Com. Conc.	J-26	1-34-5 DIV	0.110	
-463-8	Nd, 150 - 2000	Portland Com. Conc.	J-26	20	0.100	Portland Com. Conc.	J-26		0.100	4 -1
-463-8		Portland Cem. Conc.	J-26	20	0.061	Portland Com. Conc.	J-26	1-27 0iv.	0.061	/
-463-8	Md. 150 - came Md (Riverton Ave.) from Md. 700 to Magnolla	Greded & Oralned	C-3	15	0.053	Bituminous Pen-	H-18	10	0.053	-
-463-8	Md (Nagnolie Ave.)	Graded & Oratned	6-3	15	0.072	Bituminous Pen.	H-18	18	0.072	* *
	US 1 - (Bel Air Rd.) Overfea	16' Bituminoue Conc. 20' Fortland Com. Conc.	H-33	36	2.86	Bituminous Conc.	1-24	36	2.86	
	Md. 2 - from 1.2 5. of	Bit. Surf. Treated	F-9	16	2.59	Portland Com. Conc.	J-26	22	(2.59)	- V
		Nee Location		•	•	Portland Cam. Conc.	J-26	22	(0.38	
4 2 4			F-9	16	0.52	Portland Com. Conc.	J-26	22	0.52	
			•	•		Portland Com. Conc.	J-26	32	0.07	
7-0				12	1.60	Gravel or Stone	E-6	30	1.60	K
-0	Bel Alton to		No little walle		•	Portland Com. Conc.	3-26	24	9.37	- 1
			E-6	16	2.62	Mixed Bituminous	0-12	20	2.62	-
	Md. 403 - (Colesville Rd.)	Bit. Surf. Treated	F-9	18	0.50	Mixed Situminous	0-16	36	0.50	- V
	-C(1)	Md. 2 - from 1.2 S. of Huntingtoen to Pr. Frederick	Md. 2 - from I.2 S. of Huntingtoen to Pr. Frederick Bit. Surf. Treated Nee Location Bit. Surf. Treated Nee Location Bit. Surf. Treated Nee Location	Md. 2 - from 1.2 S. of Huntingtoen to Pr. Frederick Bit. Surf. Treated F-9 3-B Md. 2 - same Nee Location - 3-B Md. 2 - same Bit. Surf. Treated F-9 3-B Md. 2 - same Nee Location - 4	Md. 2 - from 1.2 S. of Huntingtoen to Pr. Frederick Bit. Surf. Treated F-9 16	Md. 2 - from 1.2 S. of Huntingtoen to Pr. Frederick Bit. Surf. Treated F-9 16 2.59 B	Md. 2 - from 1.2 5. of Huntingtoen to Pr. Frederick Bit. Surf. Treated F-9 16 2.59 Portland Com. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Conc. Portland Com. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Conc. Portland Com. Conc. Bit. Surf. Treated F-9 16 0.52 Portland Com. Conc. Conc.	Md. 2 - from i.2 S. of Huntingtoen to Pr. Frederick Bit. Surf. Treated F-9 16 2.59 Portland Cem. Conc. J-26 3-B Md. 2 - same Nee Location - Portland Cem. Conc. J-26 3-B Md. 2 - same Bit. Surf. Treated F-9 16 0.52 Portland Cem. Conc. J-26 3-B Md. 2 - same Nee Location - Portland Cem. Conc. J-26 3-B Md. 2 - same Nee Location - Portland Cem. Conc. J-26 Md. 244 - from Md. 250 to West Greded & Drained C-3 12 1.60 Gravel or Stone E-6 Bel Alton to Portland Cem. Conc. J-26 Md. 212 - Doltswille Gravel or Stone E-6 16 2.62 Mixed Bituminous G-12 Md. 212 - Doltswille Gravel or Stone E-6 16 2.62 Mixed Bituminous G-16 Md. 403 - (Golesville Rd.) Md. 403 - (Golesville Rd.) Md. 403 - (Golesville Rd.) Md. 404 Mixed Bituminous G-16 Md. 405 - (Golesville Rd.) Mixed Bituminous G-16 Md. 406 - (Golesville Rd.) Mixed Bituminous G-16 Md. 407 - (Golesville Rd.) Mixed Bituminous G-16 Md. 408 - (Golesville Rd.) Md. 408 Mixed Bituminous G-16 Md. 408 - (Golesville Rd.) Md. 408 Md. 408	Md. 2 - from 1.2 5. of Huntingtoen to Pr. Frederick Bit. Surf. Treated F-9 16 2.59 Portland Com. Conc. J-26 22	No. 2 - from 1.2 S. of Huntingtoen to Pr. Frederick Bit. Surf. Treated F-9 16 2.59 Portland Com. Gonc. J-26 22 2.59 3-B Md. 2 - same Nee Location -

PRIMARY STATE HIGHWAY SYSTEM

PROJECT RECORD OF ROAD CONSTRUCTION

Shoot 3 of 3

STATE OF MARYLAND

For Year Ended December 31, 19.42

	STORES OF THE STREET	(Indicate above the subdivision of State highway	system (or other system) reported on the	his form)						ED DECEMBER	
			I	ROAD REPLACED				ROAD BUILT			27
Proje	ect No.		Type of road				Type of road				NET MILES
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1)	(2)	from (3)	(4) New Location	(5)	(6)	(7)	(8) Portland Cem. Conc.	(9) J-26	(10) 64	(11)	(12)
-385	FAG8-54-A	Md. 430 - US I to B. &. O. R. R.			•	•	Portland Com. Conc.	J-26	28	0.31	•
-305	FAGS-54-A	Nd. 430 - seme	Now Location	•			Gravel or Stone	E-6	30	3.20	•
tate Forces	- P	Md. 705 - Navai Airport Md. 704 (W.B.&. A. R/W) Seat	Graded & Drained	G-3	16	3.20	Mixed Bituminous	0-16	20	6.09	
-315-1-3-4		Pleasant to Defense Hey.	New Location	•				2-16	20	0.21	•
915-1-3-4	•	Nd. 450 (At Md. 202)	New Location	•	-	•	Nixed Situainous				
1-3-4		Md. 450 (At Defense Hwy.)	New Location	•	•	•	Mixed Bituminous	6-16	20	0-59	. •
1-650		(Jefferson-Lander Rd. Md. 464 twd. Pt. of Rocks)	New Location	•	•	•	Mixed Bituminous	6-12	16	1.30	
-336-1-650	-	NA A64 - 0800	Graded & Drained	C-3	15	1.13	Mixed Bituminous	6-12	16	0.93	0.
		Md. 464 - from F-336-1-650 to JoffPt. of Rocko Rd.	Graded & Brained	C-3	15	1.04	Soil Surfaced	0-4	37	1.04	£
-218-1-52	FAP-263-B	M. SOS (ENTARA OR)	Gravel or Stone	E-6	16	0.75	Bituminova Pen.	H-19	16	0.75 ×	1
000	None	Broad Run - Datoctin Cr.	Graded & Brained	C-3	16	0.45	Bituminous Pen.	H-19	16	0.45	
one	None	Md. 383 - eeme Md. 691 (Hageratown-Fred.)					Portland Com. Conc.	J-26	Divided 2-24	0.40	•
-186-6		Magore. Lim. to Antistam Gr.	New Location	26	10	0.94	Bituminous Pon.	H-19	16	0.94	· •
-187-X-650	•	Nd. 345 (Table Rock-Kempton Rd		E-6	12	1	Bituminous Pen.	H-19	16	3.89	
-189-x-650		Md. 495 Bittinger Rd.)	Gravel or Stone	E-6	12	3.89	Rifemenana Lau	11-17		J.07	
											p=
		}				New	Carstevetton	27 5 67	310		
								24.622	7		
, pr ===================================								61.410			
											T. TE
									~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		
600 mg red 60 mg Gr am an 60 mg an m an an ang r				SE SELECT							
Annual an					400,000						

Sheet 1 of 2

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 42

PROJECT RECORD OF ROAD WIDENING

PRIMARY STATE HIGHWAY SYSTEM

			ROAD BER	FORE WIDENIA	ra		WIDENING OP	PERATION				ROAD AFTE	R WIDENING			
Projec	ст No.	LOCATION	Type of road				Type of widening lai	id	Width	Road types	(if single type	e use only cols	s. 11 and 12)	Total	Length	NET MILE ABAN- DONED
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	Type symbol	Width in feet	Type symbol	Width in feet	Total width in feet	in miles	(7-16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
cutoline	•	Md. 404 (Sour Apple Tree Cor. to Del. line)	Portland Cem. Conc.	J-26	16	6.31	Bituminous Pen.	H-19	7	J-26	16	H-19	7	23	6.31	. 3
9 Car	rol(_	US 110 (S.E. of West- miniter at Kaufman's)	Bituminous Pen.	H	20	0.04	Bituminous Pen.	H	10	Ħ	30	•		30	0.04	
? () ()	1.011-	Same - extended	Bituminous Pen.	H	20	0.04	Bituminous Pen.	H	20	H	40	•	•	40	0.04	W = 10 M
	1100-	US 140 (Westminster limits - northerly)	Bituminous Cono.	I	24	0.15	Bituminous Pen.	H	16	I	24	Н	16	40	0.15	-X
? (1400-	US 110 - same	Bituminous Conc.	I	24	0.08	Bituminous Pen.	H	10	I	24	H	10	34	0.08	•
		Md. 499 (Railroad Ave.) Harrison AveOld East		G-13	15	0.13	Mixed Bituminous	G-13	7	G-13	22	•	•	22	0.13	-
c-161-1-566	FAP-DA-NA18	A Md. 504 (From Md. 2 twd. Dowells)	Bit. Surf. Treated	P- 9	16	1.16	Bit. Surf. Treated	F-9	4	F- 9	20	•	-	20	1.16	•
Ch-220-1	DANR-180	Md. 484 (Pisgah twd.	Gravel or Stone	E-6	18	2.10	Gravel or Stone	E-6	2	E-6	20			20	2.10	-
P-468-1		Marpury) Md. 103 - from Bowie Race Tr.to Defense Hwy	Bit. Surf. Treated	F-9	18	1.06	Bit. Surf. Treated	F-9	26	F-9	44	•	-	44	1.06	•
P-468-1		Md. 103 - same	Bit. Surf. Treated	F-9	18	0.64	Bit. Surf. Treated	F-9	15	F-9	33	400	-	33	0.64	-
	FAP-53A& 53	B Md. 202 (Landover Gr. Elimination)	Portland Com. Conc.	J-26	16	1.35	Portland Cem. Conc.	J-26	12	J-26	28	•	•	28	1.35	•
State Forces	1404	Md. 72 (Lewistown- Cresgerstown Rd.) from	Portland Cem. Conc.	J-26	14	0.25	Mixed Bituminous	G-12	14	J-26	14	G-12	14	28	0.25	X -
		Br. 1.9 S. of Creag. to 0.25 S.														
																~

PRIMARY STATE HWAY SYSTEM

PROJECT RECORD OF ROAD WIDENING

Sheet 2 of 2

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 42

		A TOTAL STREET	ROAD BE	FORE WIDENI	NG		Widening Op	PERATION				ROAD AFT	er Widening			
Proj	ect No.	Lo _{ON}	Type of road	24 85 86			Type of widening lai	id	Width	Road types	(if single type	use only co	ls. 11 and 12)	Total	Longth	NET MILE ABAN- DONED
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	width in feet	Length in miles	(7-16)
(1) F-378-1-611	(2)	Md. 26 - Wormen's	(4) Bituminous Conc.	(5) I	(6) 20	(7) 0.175	(8) Bituminous Pen.	(9) H-19	(10) Variable	(11) I	(12) 20	(13) H-19	Variable	(15) 36	(16) 0.175	(17) - X
		Mill. Intid.26 and			-					~ = · · · · · · · · · · · · · · · · · ·			-		-	
		US 15														
-378-1-611	E.	US 15 - atrman's	Mixed Bituminous	G-16	20 to 27	0.076	Bituminous Pen.	H-19	Variable	G-16	20 to 27	H-19	Variable	36	0.076	
		Mill. Intud. 26														
		and US 15											-			
-381-1-611		Md. 79 (Bruwick -	Mixed Bituminous	G-12	16	0.14	Mixed Bituminous	G-12	4	G-12	20			20	0.14	
		Petersvill Appr. to Br Litt Catoctin											-			
tate Force		US 40 - (We slope of	Portland Cem. Conc.	J- 26	22	0.15	Portland Cem. Conc.	J-26	13	J-2 6	35	-	•	35	0.15	•
		Sideling H1)		~									-			
tate Forces	-	US 40 - (Topf	Bituminous Pen.	H-18	22	0.05	Bituminous Pen.	H-18	28	H-18	50	•	-	50	0.05	-
		Sideling H1)									,		-			
-329-611	DAWR-16-A	US 220 (NcMien Hwy.)	Portland Com. Conc.	J-2 6	15	2.13	Bituminous Pen.	H-18	41	J-2 6	15	H-18	48	191	2.13	•
		McCool Brid to north														
-329-611	DAWR-16-A	US 220 (same	Portland Com. Conc.	J-2 6	16	5.32	Bituminous Pen.	H-18	4	J-2 6	16	H-18	4	20	5.32	-
\																
																4
***************************************					2000											

PRIMARY STATE HIGHWAY SYSTEM

RECORD OF ROAD MILEAGE TRANSFERRED

Sheet 1 of 2

STATE OF ___MARYLAND_

FOR YEAR ENDED DECEMBER 31, 19-112-

S TO SERVED	Mileage Add	ED FROM OTHER SYSTEMS					MILEAGE TRAN	SFERRED TO OTHER SYSTEMS			
		Type of road		Width in	Length in	System to which		Type of road		Width in	Length in
System from which transferred	Location	Description	Type symbol	feet	miles	System to which transferred	Location	Description	Type symbol		miles
(1)	Md. 5ld (McGinnes to	(3) Gravel or Stone	(4) + D-4	(5) 20	(6) 4.70 /	Vu.s. Gov Calvert	(8) Md. 504 (From Md. 2	(9) Bit. Surf. Treated	(10) F-9	(11) 16	(12) 0.17
County QH.	US 213)	,				X	twd. Dowells				
County Many	Md. 702 (Jones Bridge	Bit. Surf. Treated	1 F-9	15	0.63	Vu.s. Gov. 511	Md. 248 (From Pearson	Bit. Surf. Treated	F-7	16	2.47
	Rd.) Rockville Pk.						to East)				
	twd. Conn. Ave.										
County Many		Bit. Surf. Treated	F-9	12	0.38	U.S. GOV. SM	Nd. 246 (Fram Md. 235	Gravel or Stone	E-6	16	1.45
	Derwood)	**************************************				3-4	to Pearson)				
County A A (Md. 710 (Cherry Hill	Bit. Surf. Treated	F- 9	14	0.24/	Vu.s. Gov. SM	Md. 246 (From Pearson	Bit. Surf. Treated	F-7	16	1.00
TL II	Lane) Pennington twd.						to West)				
(Ritchie Hwy.			-							
County A.A.	Md. 710 (same - cont'd)	Bit. Surf. Treated	F-9	12	0.59 /	Xu.s. Gov()	Md. 563 (Road to Smith Point)	Gravel or Stone	E- 6	16	0.66
				14	0.25	V.S. Gov. PG	Md. 337 (Vio Meadows)	Bit. Surf. Treated	F-9	14	2.12
County A.A	High Power Radio Rd.	Bit. Surf. Treated	\ F-9	14	0.27 /	/(0.5. 001. 19					
	Exp. Sta. Rd. to										
	Reservation	and Comp Managed	F-9	17	0.50 \$	U.S. Gov. P.	Md. 4 (Meadows twd.	Bit. Surf. Treated	F-9	16	1.40
County Balto	US 40 (Edmondson Ave.	Bit. Surf. Treated	r-7		- 0000		Porestville)				-9-2
	ext.)from City Line										
Country	to Rolling Rd. Md (Riverton Ave.)	Graded & Drained	v C−3	15	0.053	/					
County Balto	from Md. 700 to	renewal and the second		-							
	Magnolia		- N - N - N - N - N - N - N - N - N - N								
County B.//.		Graded & Drained	C-3	15	0.072						-
Da17 2	Riverton Ave										
	Wampler Rd.					/					
County St. M.	Md. 244 (From Md. 250	Graded & Drained	⊬ C-3	12	1.60	X					
30 and 37 . 77 .	to West)				9015						
										-	
				1 12 25			TOOL THE PARTY OF				

RECORD OF ROAD MILEAGE TRANSFERRED

Sheet 2 of 2

STATE OF ... MARYLAND

Type of road Description (3) A twd. Gravel or Stone Rd. Gravel or Stone Bowie Bit. Surf. Treated Bit. Surf. Treated	Type symbol (4) E-6 F-9	Width in feet (5)	Length in miles (6) 2.10 /	System to which transferred (7)	Location (8)	Type of road Description (9)	Type symbol (10)	Width in feet (11)	Length ir miles
Rd. Gravel or Stone Rd. Gravel or Stone Bowie Bit. Surf. Treated Bit. Surf. Treated	(4) ✓ E-6	(5) 18 16	(6) 2.10 /	transferred					
Rd. Gravel or Stone Rd. Gravel or Stone le) Bowie Bit. Surf. Treated Bit. Surf. Treated	✓ B-6	18	2.10 /	(7)	(8)	(9)	(10)	(11)	(12)
Rd. Gravel or Stone le) Bowie Bit. Surf. Treated Bit. Surf. Treated	E-6	16		X					
Bowie Bit. Surf. Treated Bit. Surf. Treated			2.62	·		A STATE OF THE PARTY OF THE PAR			
Bit. Surf. Treated	▼ F-9	18							
			1.06,	×					
	√ F -9	18	0.64/	X					
vl. Rd.) Bit. Surf. Treated Md. 500	/ F- 9	18	0.50	<i>X</i>					
e to Graded & Drained	c-3	16	3.20						
Jeff- Graded & Drained Rd. to	C-3	15	1.13	×					
Graded & Drained	∠ C-3	15	1.04						
of Rooks			-	X					
from	, G-16	16	1.30						
sion) Bituminous Pen.	/ H-19	16	0.607						
Gravel or Stone	E-6	16	0.75	X					42 42 47 50 50 50 50 40 40 40 40 40 40
Rook - Gravel or Stone	E-6	12	0.94	X					
	₩ E- 6	12	3.89/	NV.					
T t	of Rooks ville- Mixed Bituminous from th sion) Bituminous Pen. octin Cr Gravel or Stone Graded & Drained Rook - Gravel or Stone	of Rooks ville- Mixed Bituminous G-16 from th sion) Bituminous Pen. / H-19 octin Cr Gravel or Stone / E-6 Graded & Drained C-3 Rook - Gravel or Stone E-6	of Rooks ville- Mixed Bituminous G-16 16 from th sion) Bituminous Pen. H-19 16 octin Cr Gravel or Stone E-6 16 Graded & Drained C-3 16 Rook - Gravel or Stone E-6 12	Graded & Drained C-3 15 1.04 / of Rooks ville- Mixed Bituminous G-16 16 1.30 / from th sion) Bituminous Pen. / H-19 16 0.60 / octin Cr Gravel or Stone / E-6 16 0.75 / Graded & Drained C-3 16 0.45 / Rook - Gravel or Stone E-6 12 0.94 / ville- Gravel or Stone / E-6 12 3.89 /	Graded & Drained C-3 15 1.04 of Rooks ville- Mixed Bituminous G-16 16 1.30 from th sion) Bituminous Pen. / H-19 16 0.60/ octin Gr Gravel or Stone E-6 16 0.75/ Graded & Drained C-3 16 0.45/ Rook - Gravel or Stone E-6 12 0.94/	Graded & Drained C-3 15 1.04 of Rooks ville- Mixed Bituminous G-16 16 1.30 from th sion) Bituminous Pen. H-19 16 0.60 octin Cr Gravel or Stone E-6 16 0.75 Graded & Drained C-3 16 0.45 Rook - Gravel or Stone E-6 12 3.89/ ville- Gravel or Stone E-6 12 3.89/	Graded & Drained C-3 15 1.04 of Rooks ville- Mixed Bituminous G-16 16 1.30 from th sion) Bituminous Pen. / H-19 16 0.60/ cotin Cr Gravel or Stone E-6 16 0.75/ Graded & Drained C-3 16 0.45/ Rook - Gravel or Stone E-6 12 0.94/ ville- Gravel or Stone E-6 12 3.89/	Graded & Drained C-3 15 1.04 of Rooks ville- Mixed Bituminous G-16 16 1.30 from th sion) Bituminous Pen. / H-19 16 0.60/ octin Gr Gravel or Stone E-6 16 0.75/ Graded & Drained C-3 16 0.45/ Rook - Gravel or Stone E-6 12 0.94/ ville- Gravel or Stone E-6 12 3.89/	Of Rooks ville- Mixed Bituminous

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

FOR YEAR ENDED DECEMBER 31, 19.42

STATE OF MARYLAND

		Carre	ES IN SYS	new Other	THAN								A	CCOUNTING	TABLE OF	CONSTRUCT	ON CHANG	}E8										
		CHANG		RUCTION	I HAN							Type of roa	d replaced	or abandone	ed						Sumn	nary of con	struction c	hanges		NET TOTAL	Existing	
YPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGIN-	Revisions	Mileage	transfers	Net	Built on		В	C	D	E	F	G	H	I Piu	J	K	L	M	M	fileage built	t during ye	ar	Mileage	Net mileage	CHANGE IN MILEAGE	MILEAGE AT END OF YEAR (1+26)	TYPE OF Symbol
	NING OF YEAR	due to resurvey or former error (+ or -)	Additions from other systems	to other	changes other than con- struction (2+3-4)	new loca- tion	Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- minous concrete and sheet asphalt	Portland cement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	of former	due to	(5+25)	(1 20)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
				10000	**	**			0.20			0.10							11 25 6	**	**	**	(0.30	**	**	**	**	Abandon
l abandoned	**	**	**	**			_		**	**	**	**	**	**	**	**	**	**	**	**	**	**	**				~ ÷ ~ = 5 * 0 * ; ~ ÷ 5 ~ 0 * 0 * 0	Abandor
Primitive						**	**	**							**	**	**	**	**	**	**	**	**	4				A.
nimproved						**	**	**	**	**	**	**	**	**									~		- 7-545		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	В.
rade and drained	,	1.36	+ 7.545	. 5	+ 7.545			-									~		~~~~~~		~~~~			7-545				. C.
oil-surfaced	13-10	+ 0.80/	+ 4.70	^	+ 6.86				1.04											1.04			1.04	1.80	- 0.76	+ 6.10	19-20	D.
ravel or stone	43.06	- 0.80,	+10.30	- 2.11	+ 7.39				4.80 /	1.80 /										4.80	1.80		6.60	11.50	- 4.90	+ 2.49		E.
	626.22	- 1.36	+ 4.79	- 7.16	- 3.73		5000				3.30		2.33								5.63		5.63	6.20	- 0.57	- 4.30	621.92	F.
ituminous surface-treated	642.41		+ 1.30		+ 1.30	8.13			0.93		2.62	1.76								9.06	4.38		13.44	5.163	+ 8.277	+ 9.577	651.99	G.
lixed bituminous	865.17		+ 0.60		+ 0.60				0.575		5.58									0.575	5.58		6.155		+ 6.155	- 6.755	871.92	н.
Situminous penetration	306.53					-							2.60						2.86		5.46		5.46	1.095	+ 4.365	+ 4.365	310.89	I.
phalt	1590.90					19.457	7		-	-		4.15	0.082		0.69	0.991				19.457	4.922	0.991	25.97	2.331	+23.039		1613.94	J.
ortland cement concrete	. , , , , , , ,							-	-																			K.
riek					-	-																_ ~ = = = = = = = = = = =	-					L
lock	127.24							-				0.19	0.151		0.405	1.34					2.086		2.086	2.86	- 0.774	- 0.774	126.47	M.
Oual-type	4214.63		29 225	- 9 27 /	+19.965	27.587			7.545	1.80	11.50	6.20	5. 163		1.095				2.86	34.932	29.858	0.991	65.781	38.494	+27 287	+47.252	4261.88	TOTALS

Form SM-5 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 12

		RURAL ROADS	Under State	Control		Urban Exte	ensions of State System	Ніднилу	Total Desig-	TOTAL ROADS
Type of Road	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total	NATED STATE HIGHWAY SYSTEM	AND STREETS REPORTED (5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
							/1			
, Primitive						***************************************				
Unimproved										
C. Graded and drained			* *						30.00	10.00
D. Soil-surfaced	19.20	#	#	*	19.20		0.02	0.02	19.20	19.22
E. Gravel or stone	45.55	<u>(4)</u>	A	<u> </u>	45.55				45.55	45.55
F. Bituminous surface-treated	621.92	12	*		621.92	2.73		2.73	624.65	624.65
G. Mixed bituminous	651.99	0	0		651.99	10.14	0.42	10.56	662.13	662.55
H. Bituminous penetration	871.92	編	2	×	871.92	17.26	26.43	43.69	889.18	915.61
I. Bituminous concrete and sheet	310.89		*	1	310.89	11.61	60.42	72.03	322.50	382.92
asphalt	1613.94		*	*	1613.94	56.54	1.93	58.47	1670.48	1672.41
J. Portland cement concrete						1.72	6.83	8.55	1.72	8.55
K. Briek							1.11	1.11		1.13
L. Bloek	The same of the sa				126.47	5.86	2.79	8.65	132.33	135.12
Dual-type	126.47						99.95		4367.74	1467.69
Total	4261.88				4261.88	105.86	77.77	205.81	4201.14	1 4407.03

1/ Improvements or additions not reported

Form SM-6 (1938)

FEDERAL WORKS AGENCY PUBLIC ROADS ADMINISTRATION

DUPLICATE

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19.42

	0	N RURAL RO	ADS UNDER	STATE CONTRO	L	On Urb		ns of State 1	Highway	Total Mileage	BY STAT	LEAGE BUILT TE HIGHWAY MENT (SPEC-	
Type of Road Built	Primary	Secondary	State-aid	County or local roads		On designated State		ting streets designated	Total	Built on Desig- NATED STATE Highway			TOTAL REPORTED
	State high- way system	State high- way system	system	under State control	Total	highway system	By State highway department	By city authorities	iotai	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced	1.04				1.04					1.04			1.04
E. Gravel or stone	6.60	景	*	*	6.60			*		6.60	*		6.60
F. Bituminous surface-treated.	5.63				5.63	0.68	(m)	<u>e</u>	0.68	6.31	63		6.31
G. Mixed bituminous	13.44	×	*	Z	13.44	0.27	Z	<u> </u>	0.27	13.71	=	a	13.71
H. Bituminous penetration	6.155	0	0	0	6.155	0.36	0	YAI	0.36	6.515	0	0	6.515
I. Bituminous concrete and sheet	5.46				5.46			4		5.46			5.46
J. Portland cement concrete	25.37	문 중	* *	*	25.37	2.755		<u>5</u>	2.755	28.125	*	*	28.125
K. Brick			************************************					<u> </u>					
L. Block				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				*					
M. Dual-type	2.086				2.086	0.36			0.36	2.446			2.446
Total	65.781				65.781	4.425			4.425	70.206			70.206

U S. GOVERNMENT PRINTING OFFICE

16-15882

Form SM-7 (1938)

FEDERAL WORKS AGENCY PUBLIC ROADS ADMINISTRATION

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF __MARYLAND

FOR YEAR ENDED DECEMBER 31, 19

PRIMARY STATE HIGHWAY SYSTEM

The state of the state of	TOTAL						ENTER B	BELOW THE N	UMBER OF M	iles of Each	TYPE HAVII	NG THE FOLLO	OWING WIDTH	S IN FEET	17,15		1		
TYPE OF ROAD	EXISTING MILEAGE	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and ove
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Primitive		-																	
, Unimproved			-																
. Graded and drained				30 1.7	_	5.69				-			1.04						
. Soil-surfaced.	19.20		0.35	12.47		6.01		-		13.72	0.58			0.69	1.11				
Gravel or stone	45.55	0.42	2.17	20.85	05 05			0.60		17.12	0.64		0.15	0.13	1.06	0.25			
Bituminous surface-treated	621.92		21.52	552.00	25.85	18.62		0.69	1.01		0.04								
Mixed bituminous	651.99	1.97	227.26	300.42	39.39	48.863	28.91	2.944	1.14	0.14			0.65	0.30		0.00		-	0 1.0
	871.92	0.67	112.74	252.57	41.985	367.67	44.87	37.72	4.25	2.43		1.66	0.25	1.78		2.80	0,05		0.48
. Bituminous penetration	310.89		13.84	25.47	32.42	128.175	37.85	33.58	1.40	10.53	0.57	3.98	3.67	15.46	-	0.33	0.61	0.29	2.72
Bituminous concrete and sheet asphalt	1613.94	87.71	543.24	426.05	144.14	182.689	76.39	49.95	5.60	10.87		1.64	2.55	52.67	4.33	24.451	0.47	0.026	1.163
Portland cement concrete																			
. Block					1. 60		0.79	59.76	5.41	20.84	0.10	7.00	6.311	18.16	0.88	1.19		0.41	1.015
f. Dual-type	126.47			-	4.60							14.28	14.62	89.19	7.38	29.02	1.13	0.73	5.38
Тольт	1261.88	90.77	920.77	1589.83	288.38	757.72	188.81	184.64	18.81	58.53	1.89	14.20	14.02	27. 77					

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF

MARYLAND

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19.42

		DUAL-TY	PE ROADS						Div	IDED HIGHW	AYS			
	Road types a	and widths					Types	and widths	of divided road	lways				
First	type	Secon	d type	Total width in feet	Length in miles	First re	adway	Second :	roadway	Third r	oadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	1000		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	1660		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
F	8	J	10	18	4.60	J	20	J	20			40	20	0.41
P	8	J	15	23	13.05	J	20	J	20			40	6-50	7.43
1	8	J	16	24	1.94	J	20	J	20			40	30	26.85
F	8	J	17	25	4.70	J	20	J	20		,	40	20	0.25
P .	8	J	18	26	8.83	J	20	J	22			42	50	11.71
P	10	J	18	28	2.96	J	22	J	22			44	40	1.58
P	10	J	20	30	1.10	J	22	J	22			रिर्म	45	0.83
7	15	J	15	30	0.90	J	ST	J	5/1			48	36	2.76
y	16	J	16	32	2.33	J	24	J	24			48	38	12.59
P	16	J	20	36	3.55	J	511	J	24			48	4	0.35
7	18	J	16	34	0.39	J-26	5/1	J-26	57			48	?	2.10
7	20	J	14	34	3.71	J-26	511	J-26	24			48	18	0.269
7	20	J	15	35	2.50	J-26	24	J-26	54			48	18	0.082
						J-26	24	J-26	24			48	?	0.40
G	10	J	22	32	3.38	J-26	24	J-26	24			48	36	1.84
G-12	14	J-26	14	28	0.250	J-26	24	J-26	24			48	36	0.50
G	18	H	10	28	0.20	(J-26	24	J-26	49	J-26	49)	Service 13-28	
G-17	20	J-26	82	102	0.075	Fourth	Roadway) 146	Central 16-36	0.071
G-16	20-27	H-19	Variable	36	0.076	J-26	24						Service 13-28	
						(J-26	514	J-26	24	J-26	5/1)	Service 28	
H	8	I	18	26	1.13	(Fourth	Roadway) 96	Central 36	0.051
H	10	I	20	30	2.16	(J-26	514)	Service 28	
н	10	I	23	33	0.10	(J-26	24	J-26	34	J-26	24)	Service 28	
H	10	I	24	34	0.08	(Fourth) 106	Central 36-26	0.038
H-19	Variable	I	20	36	0.175	(J-26	24)	Service 28	4
H	16	I	24	40	0.15	J-26	34-24	J-26	34-24	J-26	24	92-72	28 26-52 Ce 18-28 N,	Serv. 0.0
						J-26	5/1	J- 26	571	J-26	571	72	52-62 Ce 28-N. Se	0.02
		0 0 p 0			334.3	100 300								

55

8

30

5.89

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

Sheet 2 of 3

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

FOR YEAR ENDED DECEMBER 31, 19.42

1000	Indicate above the s		San			Priemer			Dry	IDED HIGHWA	YB			
		DUAL-TYP	E ROADS				Types	and widths o	f divided road	ways	To all A			
12/20	Road types			Total		VA4		Second r		Third re	ondway	Total surfaced	Average width of	Length in
First	type	Second	l type	width in feet	Length in miles	First ro	indway	Second 1	ondway			width in feet	dividing strips	miles
Type	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1.0)	(11)	(12)	(13)	(14)	(15)
H	8	3	15	23	0.37	J-26	30-24	J-26	60-24			90-48	15-18	0.061
Δ	9	J	15	24	0.38	J-26	32	J-26	32			64	7	0.02
	9.5	J	15	24.5	0.14	J-26	32-27	J-26	34-39			66	6	0.032
A	10	J	15	25	8.71	J-26	34	J-26	24	976		58	26	0.026
H	10	J	16	26	2.93	J-26	24-42	J-26	5/1-/15			48-84	62	0.065
н	11	J	15	26	1.50	(J-26	39-34	J-26	27-32	J-26	577)		12-24 M	.W. spur
	11	J	16	27	2.00	(Fourth	Roadway)	110	6 Centr	0.018
H	12	J	10	22	0.79	(J-26	20)		55-38 H	.Serv.
	14	J	16	30	0.97	J-26	39	J-26	39			78	6	0.110
H			25	40	0.63	J-26	39-30	J-26	39-27			78-57	6-15	0.100
H	15	J	24	80 1	120.40	J-26	142	J-26	42			84	62-52	0.056
H	16	J	54	110	0.09	J-26	42	J-26	42			84	52-35	0.037
H	18	3	20	38	1.21	J-26	46-36	J-26	36	J-26	20	102-92	10-6 Cen 70-55 E.	Serv 0.088
THE REAL PROPERTY.	18	3	22	40	0.32			2000					700	
	19	3	15	34	0.32									
n	20	J	16	36	0.40									
H	20		20	40	0.40		10000							
H	20	J	28	1,8	0.10	J-26	24	1-54	24			48	18	1.090
H	40	J-26	24	64	0.19			The Later						
H					1 3-2	J-26	36	J-26	46	G-17	20	91	45-70 H	Serv. 0.07
7	8	3	15	23	11.65									
I	17	J	22	39	0.90	H	20	H	20			40	571	0.30
Y	20	J	10	30	2.03	н	20	H	22			42	26	0.20
	20	J	20	40	6.94	H	24	H	24			48	50	2.80
1	20	J	20	40	9.72	H	16	J	40			80	12	0.40 /
	20	J	38	58	0.41	H	16 16 54	J	40			110	12	0.09 /
-	Les minus prome	-	40	60	0.26	H	34	H	34			68	20	0.48
The state of	20	J	40		AR DESCRIPTION			-	THE RESIDENCE PROPERTY.		No. of the last of		10 10 10 10 10 10 10 10 10 10 10 10 10 1	

Sheet 3 of 3

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19.42

		DUAL-TYP	E ROADS						Dry	VIDED HIGHW	AYS			
	Road types	and widths					Types	and widths o	of divided road	lways				
First	t type	Second	l type	Total width in feet	Length in miles	First ro	padway	Second 1	roadway	Third r	oadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	reet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	reet	Burips	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	22	J	10	32	0.54	I	214	I	24			48	42	0.33
	22	J	22	44	0.88	I	25	I	25			50	4	0.61
	21	J	8	32	1.54	I	25	I	30			55	4	0.29
بار مار	24	J-26	24	48	1.09	I	29	I	32			61	14	1.19
-5/1	ert	V-20				I	31	I	31	0 00 00 00 00 00 00 00 00 00 00 00 00 0		62	4	0.86
	-		Sheet	3	4.050									
0			18	2	59.650				Total	existing	mileage	to 12/31/4	2	79-58
			08	1	58.336									
			To	tal	122.036									
	Error in	1941 ѕм-8								~~~~~~~~~				
			- (23'-2	6')	£ 4.430									
	Total ex	isting mi	eage to	12/31/42	126.466									
	1/ One	lane of di	vided hi	ghway and	one lene	of type	on this	section						
		^\dn												
		-												
				~~~~~~~~~										
C											_			
										-	A CONTRACTOR			A THE THE

### PROJECT RECORD OF ROAD CONSTRUCTION

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19. 12.

	No		ROAD	REPLACED		A PULL OF THE		DAD BUILT			NET
Project	No.	REAL PROPERTY.	Type of road				Type of road		777: 141	T	MILES ABAN-
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONED (7-11)
(1)	(2)	(3)	(4)	(5)	(6)	0.10	(8) Bit. Surf. Treated	(9) F-9	(10)	(11)	(12)
tate Forces		Md. 708 (St. Louis Av.	Municipal street -	E-6	18	0.10	Dic. Suil. Modera				
		in Ocean City)	Gravel or Stone								1
0-180-6	<b>-</b> u(	US 213 (Caroline St.	Municipal street -	D-4	30	( 0.13	Portland Cem. Conc.	J-26	14	( 0.13	_
	Divi	in Ocean City	Soil Surfaced			4 (			· · · · · · · · · · · · · · · · · · ·	<del>*</del> -(	/
0,6	-	US 213 (N. Division St.	Municipal street -	D-4	50	( 0.12	Portland Cem. Conc.	J-26	50	0.12	-
	(	in Ocean City	Soil Surfaced			(				(	
1-185		US 13 (Salisbury By- pass - Main to N.	New Location	-	<b>1-</b> 00	-	Portland Cem. Conc.	<b>J-2</b> 6	60	1.00	V - 7
		Division									
-78	•		Municipal street - Gravel or Stone	E-6	22	0.58	Bit. Surf. Treated	F-7	36	0.58	1/-
7	Carol	to Crisfield) US 140 (Pa. Ave.) from		F-9	34	0.36	Bituminous Pen.	Н-19	42	0.36	V - >
	(0)	Jot. US 140 and Md.32	Bit. Surf. Treated								
15	FAGS-54-A	to north  Md. 430 - from B.&.O.	New Location	*	-	•	Portland Com. Conc.	J-26	28	0.23	V -
		R.R. to Edmonston Rd.									-
P-385	FAGS-54-B	Md. 430 -(same)	Gravel or Stone	E-6	16	0.75	Portland Cem. Conc.	J-26		0.75	
-315-1-3-4	- 06	Md. 704 (W.B.&.A. R/W) in Seat Pleasant	New Location	-	-	•	Mixed Bituminous	0-16	24	0.27	- 1
-186-6	-	Md. 691 (Hagerstown	(Washington Street)	E-6	15	0.12	Portland Com. Conc.	<b>J-2</b> 6	Divided 2-24	0.12	
		to Frederick) - in	Gravel or Stone								
<b>1-186-6</b>	-	Hagerstown Md. 691 (same)	New Location	-	•		Portland Cem. Conc.	J-26	Divided 2-24	0.53	•
										06	
4,000,000,000,000										Ч.	2
										4	

### PROJECT RECORD OF ROAD WIDENING

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19. 42.

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM

			ROAD BE	FORE WIDENIA	ra		WIDENING OPE	RATION				ROAD AFTE	R WIDENING			
Project N	О.	LOCATION	Type of road				Type of widening laid		TIT: 14L	Road types	(if single type	e use only cols	. 11 and 12)	Total	Length	NET MI ABAN DONE
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	Total width in feet	in miles	(7-1
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
•		US 140 and Md. 32	Bituminous Pen.	H-19	35.4	1.38	Bituminous Pen.	J-26	3	H-19	35.4	J-26	3	38.4	1.38	_
		thru Westminster					Portland Cem. Cono.							-4	•	
	***************	US 140 (Main St. in	With the same of t	H	20	0.19	Bituminous Pen.	H	20	H	20	H	20	40	0.19	
7	•	Westminster)	Bituminous Pen.												-	
	***								0 4- 7	-	20		0.4.2	07 E	0.10	
?	-	Md. 32 (US 140 - southerly)	Bituminous Pen.	H	20	0.10	Bituminous Pen.	<b>H</b>	0 to 7	H	20	H	0 to 7	23.5	0.10	
		Md. 59 (Middletown-	Portland Cem. Conc.	<b>J-2</b> 6	16	0.10	Mixed Bituminous	G-12	10	<b>J-26</b>	16	G-12	10 <u>2</u>	26	0.10	-
tate Forces		Jefferson) - Jet.	Portland Cem. Conc.	<b>0-2</b> 0										_ <		
		Md. 33 & 59 to								-				o _ o o o o o o o o o o o o o o o o o o		
		0.1 S.E.														
tate Forces		Md. 17 (Middletown-	Portland Com. Cono.	J-26	15	0.26	Mixed Bituminous	G-12	11	<b>J-2</b> 6	15	G-12	11	26	0.26	
		Burkittsville) Jot.						a 44 m 40 m 60 m 60 m 60 m 60 m 60 m 60 m			0 2 W # W # * * * * * * * * * * * * * * * *			0 C = 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
		Md. 33 & 59 to 0.26 8	•						-		0.00.				-	
								000000000000000000000000000000000000000					0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
										************						
													# * * * * * * * * * * * * * * * * * * *			
	******															
													~			
						107 20 20										1900

#### RECORD OF ROAD MILEAGE TRANSFERRED

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM (Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19-42

	MILEAGE ADD	ED FROM OTHER SYSTEMS						NSFERRED TO OTHER SYSTEMS			
Conton from which		Type of road		Width in	Length in	System to which	Location	Type of road		Width in feet	Length
System from which transferred	Location	Description	Type symbol	feet	miles	transferred		Description	Type symbol		
(1)	. (2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
unicipal Work	Md. 708 (St. Louis Av.		E-6	18	0.10						
	in Ocean City)	Gravel or Stone					\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$				-
		00-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0				V					
Municipal Ware (	US 213 (Caroline St. in	Municipal Street -	D-4	30	( 0.13						
(	Ocean City)	Scil Surfaced			(					~~~~~~~~~	
Municipal Was (	US 213 (N. Division	Municipal Street -	D-4	50	( 0.12	V					
(	St. in Ocean City)	Soil Surfaced			(					******	
							***************************************				
Winicinal Same	Md. 358 (Somerset Ave.	Municipal Street -	E-6	22	0.58						
	in Crisfield)	Gravel or Stone									
Municipal	US 140 (Pa. Ave.) from	Municipal Street -	F-9	34	0.36						
Corry	Jot. US 140 & Md. 32	Bit. Surf. Treated									
\$	to north	Bio									
	60 Hot ou										
	WO 11.0 & W. 70 A.	Municipal Street -	H-19	35.4	1.38					44 (4) W (-1) II	
Municipal Carroll	US 140 & Md. 32 thru Westminster	Bituminous Pen.									
Co GPF OF	HOS MITTIGODY	DI CUMITIONS 1 221									
	1	The same was a	E-6	16	0.75						
County P. C	Md. 430 - from E. of	In Berwyn Hts Gravel or Stone									
	B.&.O.R.R. to	GLEVET OF DOCUME									
	Edmonston Rd.										
			- 4	3 [**	0.10						
Municipal	Md. 691 (Hagerstown-	(Washington Street)	E-6	15	0.12	V		***************************************			
Writ.	Frederick) in Hagers-	Gravel or Stone			35K						
	town	-									
A VERNERAL PROPERTY AND A SECOND PROPERTY AN											

#### URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM

#### HIGHWAY MILEAGE ANALYSIS SCHEDULE

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19.42

STATE OF MARYLAND

		CHANG	GES IN SYS	втем Отне	R THAN								A	CCOUNTING	TABLE OF	Construct	TION CHAN	ges										
			Const	RUCTION							,	Type of roa	d replaced o	r abandone	ed						Sumn	nary of con	struction e	hanges		NET TOTAL	Existing	
Type of Road Existing or Built	EXISTING MILEAGE AT BEGIN- NING OF	Revisions	Mileage	transfers	Net	Built on		В	C	D	E	F	G	Н	I	J	K	L	M	V	Mileage built	t during yes	ar	Mileage	Net mileage	Change IN Mileage	MILEAGE AT END OF YEAR	TYPE OF Ro
	YEAR	due to resurvey or former error (+ or -)	Additions from other systems	gygtomg	ehanges other than eon- struction (2+3-4)		Primitive	Unim- proved	Graded and drained	Soil-sur- faeed	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- ininous concrete and sheet asphalt	Portland eement eonerete	Briek	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	of former types re- placed	ehange due to eonstruc- tion (23-24)	(5+25)	(1+26)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	4 -648 65
oad abandoned	**	**	*	**	**	**														**	**	**		**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
3. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	##	**					В.
C. Graded and drained			-				~~~~~~																	-				C.
. Soil-surfaced			+ 0.125		+ 0.125																			0.125	- 0.125			D.
2. Gravel or stone			+ 1.550		+ 1.550							1												1.550	- 1.550			E.
. Bituminous surface-treated	2.05	_	+ 0.360		+ 0.360						0.68										0.680		0.680	0.960	+ 0.320	0.680	2.730	- F.
. Mixed bituminous	9.87					0.27												-		0.27			0.270		+ 0.270	0.270	10.140	. G.
I. Bituminous penetration	15.52		+ 1.380		+ 1.360							0.36 \	b					-			0.360		0.360		+ 0.360	1.740	17.260	н.
I. Bituminous concrete and sheet asphalt	11.61				200																						11.610	. I.
J. Portland cement concrete	54.14	122				1.76				0.125	0.87									1.76	0.995		2.755	0.360	+ 2.395	2-395	56.535	J.
Briek	1.72										-																1.720	к.
L. Block		-		-				er an an he he as as as ar on on as as he d									-						0.360			0.0(0		L.
1. Dual-type	5.50		111111111111111111111111111111111111111	= ====												0.96					0.360			0.000	+ 0.360		5.860	_ M.
Totals	100.41		+ 3.415		+ 3.415	2.03	)			0.125	1.55	0.36				0.36	1			2.03	2.395		4.425	2-395	2.030	5.445	105.855	TOTALS.

Form SM-7 (1938)

#### FEDERAL WORKS AGENCY PUBLIC ROADS ADMINISTRATION

### EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1942.

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM (Indicate above the subdivision of State highway system (or other system) reported on this form)

105.855

ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET TOTAL EXISTING MILEAGE TYPE OF ROAD 50 to 54 40 to 43 44 45 to 49 55 to 59 60 and over 34 to 35 36 to 39 27 to 29 30 to 32 18 to 19 20 to 21 23 to 26 12 to 15 16 to 17 22 Under 12 (17) (19) (16) (18) (14) (11) (12) (13) (10) (5) (1) A. Primitive..... B. Unimproved.... C. Graded and drained. D. Soil-surfaced... Gravel or stone ... 0.58 1.55 0.10 0.24 0.26 2.730 Bituminous surface-treated 0.050 0.60 0.40 0.87 0.44 0.64 0.47 0.30 3.78 0.55 2.04 10.140 G. Mixed bituminous.... 1.40 1.38 0.42 3.45 1.94 0.58 7.16 0.60 0.33 17.260 H. Bituminous penetration... 0.04 0.040 0.84 0.75 3.30 0.15 0.79 0.17 0.47 0.85 2.95 1.26 11.610 I. Bituminous concrete and sheet asphalt 0.61 1.125 0.90 1.95 3.41 0.04 5.54 3.83 3.01 1.50 0.31 0.29 6.99 9.06 5.13 12.84 56.535 J. Portland cement concrete... 0.05 0.20 0.37 0.63 0.39 0.08 1.720 K. Brick... L. Block 0.470 1.48 0.60 2.68 0.63 5.860 M. Dual-type. 0.64 0.65 1.685 6.27 3.41 4.10 13.26 1.50 2.16 5.56 7.26 1.06 13.25 8.22 20.10 16.73



# PUBLIC ROADS ADMINISTRATION



# EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

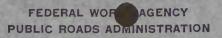
(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

URBAN EXTENSIONS

FOR YEAR ENDED DECEMBER 31, 19-42

		DUAL-TYP	E ROADS						Dry	VIDED HIGHWA	AYS			
	Road types	and widths					Types	and widths o	f divided roac	dways				
First	type	Second	l type	Total width in	Length in miles	First ro	oadway	Second 1	oadway	Third r	oadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	1000	aurtha	
(1)	(2)	(3)	<u>(4)</u>	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
FEE (#55)	16	F	18	34	0.1410	J-26	20	J-26	20			40	30	0.690
J-26	15	G-12	11	26	0.260	J-26	20	J-26	20			40	20	0.480
-26	16	G-12	10	261	0.100	J-26	24	J-26	24			48	38	2.380
J-26	16	G	18	34	0.190	<b>J-26</b>	14	J-26	50			64	?	0.125 (
					0.600	J-26	24	<b>J-2</b> 6	24			48	?	0.120
J-26	20	G	33	53	0.390	J-26	24	J-26	24			48	?	0.530
J-26	17	Н	8	25 24	0.880									
J-26	9	I	15	23	1.050	I	29	I	29			58	11	0.040
J-26	15	I		40	1.480									
J-26	20	I	20	82-84	0.470						4			
J-26	67-69	I	+7	02 04				-	*************					
			199	10	5.860				Total	existing	mileage	to 12/31/4	2	4.365
total	existing	mileage	12/31/	42	9,000			•						
	-													
		-									-			
			· · · · · · · · · · · · · · · · · · ·											
											×-			
			***											
@ MB P B P B P B P B P B P B P B P B P B													-	
			-						10 As 10 10 10 10 10 10 10 10 10 10 10 10 10					
p														
						1	ERNMENT PRINTING OFF	CE 16-15878						



#### PROJECT RECORD OF ROAD CONSTRUCTION

PRIMARY STATE MIGHTAY SYSTEM

dicate above the sudivision of State highway system (or other system) reported on this form

•

DUPLICATE
Sheet 1 of 4

STATE OF

FOR YEAR ENDED DECEMBER 31, 19_41

48,41

2	wom N		Roa	D REPLACED				ROAD BUILT			all toxi
Proj	ect No.		, Type of road				Type of road				NET MILES
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description .	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1)	(2)	(3) Magate tud. Fox Greek	(4) Unimproved	(5)	(6)	(7) 1.60	Gravel (8)	(9)	(10) 16	(11)	(12)
208-1	44.5	Beryland Point to Riverside	Vaisproved	8)	8	1.24	Gravel	ξ	30 V	1.24	•
00-1	(F) 5 240-4 MESS	Groon Will tid. Shite Mayon	Braded and drained	G	18	3.30	Gravol	£	16 /	3.30 /	
927-1	511 W05	Layaville te 3-Notch Ad.	Gravel	(3)	12	3.00	Gravel	E	16 ~	2.91 /	0.0
•1	FAS 35 CALL	Dayviou to firmington	Gravel	6	16	4.30	Gravel	8	16 0	4.30 /	•
4-1	M .50	3 aryland oint to Riverside	Gravel	•	10	2.00	Gravel	£	30	1.93	9.0
206-1	Apara	Piscah to Firt Yobacco	Cravel	E	12	2.12	Gravel	6	30	2.12	•
460-1	2 6- Mo762	Defense May, to Bowle Mace Tric	. Cravel	8	12	0.58	Gravel	e	33 V	0.58	•
660-1	Pulle	Datense May to Bowle Race Tri-		8	12	0.12	Gravel	•	44	0.12	
468-1	PG 4015	Cafamo Hey, to Bosic Pace Trib			16	1.00	Gravel	8	44	1 0.99	0.0
i 80-1	144 248-11085	Green Hill bod. White Haven	New Icoation				Gravel	(3)	16.	0.05	
ate forces		Extension liney Ft. Ad.	has location				Gravel	E	16 V	0.96	-
208-1	Ch	Baryiand Paint to Siversia	man location				Gravel	(1)	30	0.45 /-	-
119-1	( Mozad	Conterville to Nothaburg	Unimproved	(9)	20	0.80	Bit. Furf. Treated	F	16 4	0.00	
105	All ne T	Malocation at Finhing Creek	Graded and drained	C	16	0.30	Bit. Burf. Trouted	F	16 /	0.30	•
4	D 1/1/13/15	Calentorn sorth	Ureded and drained	C	20	2.04	Bit. Surf. Treeted		16	2.84	
	Di	Singate to Siston Head	Bituminous Surf. Treated	F	16	3.00	Bit. Surf. Treated	F	16	3.00 /	
		Allen to Opper Ferry	Graded and drained	C	20	0.24	Bit. Surf. Treated	F	16	0.24	
109	Sue +	Fishing Creak Metacation	Gravel	100	16	0.20	Bit. Burf. Treated	F	16	0.20	
113-1	- Line Description	Conterville to Muthabury	Gravel	(E)	16	1.36	Bit. Burf. Treated	F	- 16	1.36 /	
tate force		Piegeh ted. Port Tebasco	Oravel	ξ)	16	2.64	Bit. Burf. Treated	F	16	2.64	
to to	Mah	Allow Fresh to Dantsville	Gravel	€	16	2.68	Bit. Surf. Tracted	F	16	2.68	
tate for		Praville to Turms	Gravel	(4)	16	1.30	Dit. Gurf. Treated	F	16	1.38	
tato. Fores	1	Vignes tud. Dissel Nack	Pravel		164	0.90	Bit. Burf. Treated	F	18	0.90 /	•
ta ta fore	Dor	Brochwing ted. Vienna	Gravel	(E)	16	0.40	Dit. Burf. Trusted		10	0.40 /	0.2.
tate for	M3	Lenis Store - Ocean City	Gravel	(2)	20	2.94	Bit. Burf. Trooted	F	20	2.94	
-9-1	(A)	Roo ted. Bridgetown Macon	draye!	(3)	15	2.31	Bit. Burf. Treated	P	20	2.91	
fores	35W	Princeus Anno to Mt. Vernua	Gravel		80	0.92	Dit. Burf. Trouted	F	20	0.92	-
-02	. 4 1	Fishing Crass Relocation	dit. Burf. Treated	(F)	16	0.19	Bit. Surf. Treated	F	16	0.19	-
M		Approach to seal Island Bridge	Bit. Burf. Trocked	F	15	0.22	Bit. Surf. Treated	F	20	0.22	-
					-1				**************************************	43.3	1

#### DUPLICATE

Sheet 2 of 4

### PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF _____MARYLAND

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19.41.

	om No			D REPLACED			T				NET
Project State	cr No.	LOCATION	Type of road  Description	Type symbol	Width in feet	Length in miles	Type of road  Description	Type symbol	Width in feet	Length in miles	MILES ABAN- DONED (7-11)
(1)	(2)	(3)	(4)	(5)	(6) 10	(7)	Wixed Situations	(9)	(10)	(11)	(12)
223-1	Cusall		Unimproved			1.88	Wined Bituminous	6 (1	F 16	1.88	
435-1			Unimproved		10	2.76	Bised Bitumineus	6 3	· 20	2.65	0.11
139-1 Carol	1		Graded and drained	( <u>0</u>	10	0.14	Mined Bituminous	8 4	30	0.14	
139-1	FAS 318-8 M 857		Graded and drained		10		Mixed Situminous	6 9	V 16	0.56./	
0	M	Podland - Jerwood	Grad d and drained	6	10	0.66	Mixed Bituminous	8	W16	0.66	
-1	No 55	Tancyteun - Copporulis	Graded and drained	(C)	20			G	16	1.21	•
226-1	100	Arfleidsburg - Itona Chapel	Graded and drained	C	15	1.21	Mixed Situminous	G	16	1.07	
2.4-1	1 105	Machington Md Femby south	Greded and drained	6	12		Mixed Situminous	C	16	1.03 /	•
221-1	No.	Containster - Tennery	Graded and drained	<u>(c)</u>	12	1.03	Mixed Dituminous	6	16	1.23 /	
825-1		Mt. Airy-Taylorsville Md. tel	Graded and drained	(6)	12	1.23		a	18	2.50 /	
221-1		Greenbackville Ad.	Graded and drained	(0)	18	2.50	Mixed Bituminoue			1.93 /	0.07
	e Mass	Cayots Corner - St. Augustine	Graded and drained	(0)	15	2.00	Nixed Bituminous	0	20	2.70 /	
149-1	1 40 301-A 10 K	Allens Corner tud. Holiance	Sell Surface	0	20	2.70	Wixed Bituminous	G A	20	3.96 /	
100-3	Juy Cultury	reduce Isburg tod. Noveton Dr.	Graval ,	(3	16	3.96	Bixed Biturinous		20	0.44	
35		boowsed - bashen	Dit. Surf. Troated	<b>F</b>	12	0.44	Hixed Situatorus	6	16		
q forces	6	que mateun - Conterville	Portland Coment Concrete	(3)	15	1.00	Nixed Bituminous 2 3 /2 3	San G Asplasta	22	1.00 /	
1	W 0-221	Greenbeckville Ad.	New location				HING TINGINGUS		18	0.03 /	
- Joh	1 -3-1	Laytonsville twd. Unity	Graded and drained	G	10	1.23	Bituminous enetration	N	16	1.23	
	O FAS 260-1 MIS	. Friendship to Glenela	Graded and drained	C	12	1.80	Dituminous Penetration		16	1.00 /	
	Lev. Did	Pylosville - Emory Md.	Soil Surface	(0)	16	3.02	Bituminous Penetration	K	16	9.02 /	
		our to Highland	Soil Surface	0	16	0.62	Bituminaus Penstration		16	0.62	
		Olison Grossreads - Femma, lim	Soil Surface	(9)	16	3.03	Ultuminous Penetration	11	16	3.03	
	M069	Spur to Graceton	oil Surface		16	0.31	Dituninous Fenetration		16	0.31	•
		Soute 165 - St. Clair Seld o	Soil Surface	0	16	0.90	Biturinous Fonetration		16	0.90	•
		Ladonna - north	Soil Surface	3)	16	2.42	Bituminous Fon tration	Н	16	2.42 /	•
PA	1 11149		Stone	E	12	1.80	Dituminous Functration		16	1.00 3	
	1 Md.39	**	Stone	(6)	16	2.00	Situations entration	H	16	2.00 /	
O >8311	(A)	2	Bit. Burf. Treated	F	16	1.56	Bituminous Functration	H	16	1.54 /	
	7 80 8 - 9 - 9	McDonegh Orado Saparation	Situainous Pometration	н	16	0.52	Ojtuninos Juntration	H	20	0. 32 Y	
~ 1	7	is Ayo. twd. North loint	Appheit	1	18	0.30	Divided highway 2-24' Bit. Pen. lanes	Į.	48	0.30	
0 379-1			P40-10-10-00-00-00-00-00-00-00-00-00-00-00							43-17	1118

# PROJECT RECORD OF ROAD CONSTRUCTION

PREMARY STATE HIGH MY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1941

Deserve	T No.		ROAD	REPLACED				DAD BUILT			NET
Projec	T NO.	A STATE OF THE STA	Type of road				Type of road		Width	Length	MILES ABAN-
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	in miles	DONED (7-11)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	Rivided highesy	(9)	(10)	(11)	(12)
979-1	7 No 151	Edgemore to Sparrows Pt.	Aapha I t	1	20	0.99	2-24' Bit. Pen lance Divided highway		48	0.99	•
379-1	A must	Edgemers to Sparrows Pt.	Asphe 11	1)	26	0.43	2-241 Bit. Pen. lenes	H	48	0.43	
379-1	10 151	Time Ave. tad. Worth Pt.	Aspha14	(1)	14	0.48	2-34 Dit. For isse	N	68	0.46	
	FIRS 25-4 HD37	Ne Bonogh Grado Se aration	Portland Osment Concrete	4)	15	0.12	Bituminous Panatration		20	0.12	
		Morth Pt. Ed. to Edgemere	New location				Divided highway 2-4 lit. on, lanes	H	48	1.08	
		Helseya Corner to Himfand	Mixed Bituminous	(c)	14	1.04	Dituminous Hoad Mix.		10	1.04 V	•
امون	THEFAS	Pauto 40 - Magaolia	Hi sed Hi tuni muse	0	16	1.98	Applicate		24	1.90	•
120-2		Fiaconia Ave Afta Vista	Dituminous Construction	(11)	20	1.06	Assists		95	1.06	
302-1		igeomain Ayo Alta Viata	Eituminson Fematration	n)	20	0.62	Applaite		30	0.62	
	-1		Dituminous Fematration		20	0.28	Ameioite	1	40	0.28	
302-1		Miscoffein Ave Alte Vista	Dituminous Penstration	(1)	53	0.61	Divided highway 2-25! Assiste lance		50	0.61	
195		.C. Ilno - Chavy Chase Lake		1	20	0.42	Accipite	1	22	0.62	
374-1 76		University Lame	Ameloite	Ō		3.09	Amaisite		24	3.09	
351		Magaratoon - Penna. Line	anolgi to		24				24	5.79 /	
1 253-1	315,440	Cotsinster - Union Millos	Portland Compat Concrete	(3)	16	5.79	Anciaito		THE WAY	0.72 /	
351 W	36811 /	Magaratasa - Ponne. Lina	Ameleite & Portland Coment Cone		30	6.72	Ameisite Divided highway		30		
m	Marke	D.C. line - Chary Chase take	alvided highest 1-16-24 P.C. Conc. lane 1-20-24 I-JK lane	(4)	40	6.53	1-30 & 1-25' láng		. 55	0.29	
15m	Marie	O.C. line - Chavy Chase take	THE SE SPOND	(1)	40	0.06	2-311 lanes		62 /	0.86	-
374-1	Q - 10193	University Lane	New location				Anoisite		22	0.20	
A 902X-311	1-A	Midgowey - Jackson Grove	Bit. Burf. Treated	E	14	0.95	Portland Gement Concrete	4	24	0.95 V	
o 164-1 C=	FARM ISS O	Lostic Grade Superation	Vised Situal mose	6 4	15	1.07	ertland Count Concrete	J	22	1.07 /	
1 235-1		Francis Scott Key Hey.	Bituminous Panetration	(n)	15	0.75	Portland Coment Concrete	J	22	0.75 /	•
		Jessupe - Paterios	Dituninous Panatration	1	15	1.26	Portland Coment Concrete	J	24	1.26 /	
		Relocation at Shipley	Situations Penetration	(N)	20	0.28	Portland Coment Concrete	J	24	0.28 /	-
A 3024-311		Rejocation at Antietam	Oituminous Fonstration	(N)	15	0.41	Portland Coment Concrete	3	24	0.41/	•
299-1	FAG 79-A UNION		Oltonianus Panetration	N)	18	0.17	Portland Coment Concrete	J	29	0.17 /	11.
295-1 295-1 311-5		New Manaphire Aye, ext.	Ditanians Passtration	CIO S	20	5.17	Portland Count Concrete	J	29	0.17 /	P4.
		Now Manushire Ave. est.		(8)	20	0.46	Wided highery	J	48	0.46	
100		rincipio - Poys Mill	Situminove Panetration		20	0.25	Divisor highery	J	48	0.20	*
14.3	FACH 450-2	the Philadelphia Rd.	Ditunianus Pametration	A)			Portland Commit Concrete	J	22	1.31. /	•
712-1	PAGE 537 (2)	Sherpoburg - Chapteriston	en in ito	(1)	16	0.03	Portland Coment Concrete	J	12	0.03	• 7
289-411	CC- 122 40	Einten - Delguers line	buth-bound lane of divided	4						2808	

DUPLICATE

Shoot 4 of 4

# PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF ____

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19.....

		ALCOHOLD BY AN	Roal	REPLACED				DAD BUILT	<u> </u>		NET
Projec	CT No.		Type of road				Type of road				MILES ABAN-
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONED (7-11)
(1)	(2) P M 0143	(8) University Lane	(4) Portland Commit Concrete	(5)	(6) 16	(7) 0.17	(8) Portland Coment Concrete	(9)	(10)	(11)	(12)
374-1	W   No 13		Portland Camoni Concrete	(5)	18	0.50	Portland Coment Concrete	J	24	0.50	
133-9	FAP 461A US	Easton - Trappo	Portland Coment Concrete	(3)	14	0.20	Portland Coment Concrete	J	24	0.20	- 4
73-2 7 205-1 C	FAP 2470	Francia Scoti Key Highway	New location				Fortland Coment Concrete	J	22)	0.35 /	
-	PAP 4614 US 313	Easton - Trappo	New tocation				Portland Coment Concrete	J	(24)	5.55 /	4
	PAP 4604(1)	Newburg - Allene Fresh	New location				Portland Coment Concrete	3	24	2.12	/
183-1	FAP 1978(2)	Yomeloway Ork. Relocation	New location	1			Portland Coment Cenerate	3	24	1.28	0.94
299-1	1000	Sigo Br. To Md. 3v	New location				Portland Cament Concrete	J	29	1.55 <	00
440-1 2	FA -41 MDLSU	Giona L. Mertin Sivd.	New location				Divided highway 2-24' P.C. Conc. lanes	J	49	1.78	•
1 1 5 - 4 5 3	FAF 4500 (520)	New Philadelphia Ad.	New Location				Same as above	J	48. /	0.12	
272-435	FAP 4501(1)	New Philadelphia Rd.	Hee location				Sens as above	J	48	0.92	
214-434	FAF 450H(1)	New Philadelphia Pd.	New tocation				Semo as above	J	48 /	1.85	•
200-1	PAP 4504 (2)	Now Philadelphia Ed.	New location				Samo as above	J	48	2.22	•
205-2	FAU 450A	New Philadelphia Dd.	New location				Same as above	J	48	1.82 ✓	•
0 209-1	MP 4508(2)	New hi tadetphia fd.	New location				Same as above	J	46 /	2.48	
	FAR 4508(2)	tion this lade lphia lid.	New location				dane as above	J	48	2.44	
									244	1 28	35
								-2	. (5		1_1_
										7.4	4-8-
						-1					
					,						
· · · · · · · · · · · · · · · · · · ·											
					~ an==========						
				8 6 5 5 5		THE AND					
in the second											
					***************************************			A SAFEL	E STATE	BRUN	Value of the second

## PROJECT RECORD OF ROAD WIDENING

PRUMAY STATE MIGHLY SY TEN

Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF ... MARYLAND.

For Year Ended December 31, 19.41

				THE RESERVE								· · · · · · · · · · · · · · · · · · ·		- 2
Location	Type of road				Type of widening laid	d	Width	Road types	(if single type	use only col	s. 11 and 12)	Total	Length	NET M ABAI DONE
	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	Type symbol	Width in feet	Type symbol	Width in feet	width in feet	in miles	(7-1
(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17
dackeon Groye	Bituminous Surf. Troated	7	20	0.69	Pertland Coment Concrete	J	4		20	J	4	24	0.69	
reensboro	Mixed Bitusinous	G	15	6.10	Nixed Bituminous	6	7	0	22			22	6.10	
a - Goldsboro	Mino! Di tuni noss		15	4.00	Nixed Citatinous	6	7		22			22	4.00	
n - Downsville	Bituminous Penetration	N	14	0.50	Bituminous Penetration	H	4	- N	18			18	0.50	-
Chipley	Situainous Fenetration	N	20	2.50	Bituminous Fenetration	- W	2	H	22			22	2.50	
n - Four Corners	Bituminous Penetration		18	0.97	Dituminous Posstration	H	9	*	26			26	0.97	
n - Four Corners	Oltuminous Constration	N	20	2.02	Bitumisous Ponetration		9	#	- 29			29	2.82	
it.	Altuminous Penetration	N	20	0.57	Bituminous Ponotration	K	10	M	90			90 V	0.57	•
- South III.	Bituminous Penetration	M	20	0.12	Bituminous Constration		H		31			31	0.12	
Shiptoy	Anninita		21	1.63	Dituminous Penetration				21	н	1	22	1.63	
k 44.	Port and Coment Concrete	J	9	2.50	Situmiaous Ponstration		7	J	9		7	16	2.9	-
	Fortland Coment Concrete	J	9	0.05	Bitumi nous Ponetration		7	J	2		7	16	0.85	
thi to ford	Portland Coment Concrete	J	15	5.75	Ejtuminous Penetration	Ħ	5	J	15	N	5	20	5.75	
- Kassville	Portland Coment Concrete		15	1.87	Bituminous Penetration	N	6		15		6	21	1.07	-
o Tree Ad.	Portland Coment Concrete	J	16	6.31	Ni sed Dituninous	6	6	J	16	9	6	22	6.31	•
urg - Delaware line	Portland Gement Concrete	J	15	3.19	Portland Coment Concrete	J	7	J	22			22	3.19	-
hiptoy	Portland Commit Comprete	J	14	1.68	Portland Compat Concrete	J	10	J	24			24	1.66	•
beloon trove	Portland Coment Concrete	J	16	1,50	Portland Coment Concrete	j	8	J	24			24	1.59	
- Dandoe tano	Portland Cumunt Concrete	J	20	0.11	Portland Coomt Contrate	J	10	J	90			30 V	0.11	
- Clordate Rd.	Portland Comunit Concrete	1	20	0.09	Fortiand Smont Concrete	J	10	J	30			30 🗸	ŭ. 09	-
and Ave.	Portland Coment Concrete	J	20	1,22	Fortland Commit Concrete	J	16	J	36			36 V	1.22	
Ili gheay	Portland Coment Concrete	J	20	0.73	Bituminous Panatrition	N	10	J	20	N	18	2 V	0.73	-
Rightay	Portland Comuni Concrete	J	. 29	0,48	Bitual nous Penetration	N	18	3	20	1	10	30	0.40	
							Stage Stage							
		4-1-4-1-1												
		17.253												

Sheet | of 2

# RECORD OF ROAD MILEAGE TRANSFERRED

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19.41

	MILEAGE ADI	DED FROM O	THER SY	STEMS					MILEAGE TRAI	SFERRED TO OTHER SYSTEMS			(\$ 2.4)
			Ту	pe of road		Width in	Length in	System to which	Location	Type of road		Width in	Length
System from which transferred	Location		Descripti	on	Type symbo	feet	miles	System to which transferred	Location	Description	Type symbol	feet	miles
County CF7	(2) Maryland Pt Riverside	Unimproved	(3)		(4) B	(5)	(6) 1.24	(7)	(8)	(9)	(10)	(11)	(12)
. P4	Kolbe's Cor Defense Hwy.	91	W		(B)	10	1.88						
"	Bachman Mill - Melrose	19	11		(B)	10	1.47						
# 0 %	Wingate - Fox Creek	11	18		8)	16	1.60						
" ()	Genterville - Ruthsburg	17	N		(B)	20	0.80						
	Bethlehem - Harmony	Graded &	Drained 6	arth	(C)	10	2.90					v	
W	Redland - Derwood	#	Ħ	91	(C)	10	0.56					n. ee p 0 e - 0 o n o 0 o 0 o 0 - 0 -	
	Laytonsville - Unity	) W	11	n	(6)	10	1.23					N, W. C. S.	
" () parts []	- Mushington Rd Femby south	a 11	11	Ħ	G	12	1.07				06		
n 11	Westminster - Tannery	#	11	Ħ	G	12	1.03						
" CAFIDI		11	11	11	, G,	12	1.23						
n -0	Mt. Airy-Taylorsville Rd. twd. Winteld-Lisbon Rd. W. Friendship - Glenelg		11	W	(c)	12	1.80						
" CCCII	Cayots Core St. Augustine	0	N	11	(6)	15	2.00						
W- 24 FF W	Warfieldburg - Stone Chapel	in .	W	W	G	15	1:21						
" W	Fishing Creek Relocation		11	Ħ	(C)	16	0.30						
" N/ I	Green Hill - White Haven	N	11	11	6	18	3.30						
1 110	Greenbackville Rd.	11	11	11	6)	18	2.50						
* _ /	Taneytown - Copperville	n	11	W	(6)	20	0.66						
n WI	Allen - Upper Ferry	W	11	91	(c)	20	0.24	_0					
	Galestown north	7 "	H	n	С	20	2.84	T. B				00 to	
• 101	Allens Cor Reliance	Soil Surf	nea		0)	20	2.70	V					
	Maryland Pt Riverside	Gravel			ε	10	2.00						
	Osfonse Hwy Bowie Race Trk.		************		E	12	0.70						
- / 5	Pisgah - Port Tobacco	11	· · · · · · · · · · · · · · · · · · ·		E	12	2.12						
" ( )					(E)	12	3.00						
	Loveville - 3-Notch Rd.	Stone			(E)	12	1.00						-
* C1	Bittinger - Buckle Cor.	Gravel			(E)	15	2.31						
" (3)	Roe - Bridgetown	014401			(E)	16	0.20,						
" W	Fishing Crk. Relocation											Maria Cara	

Sheet 2 of 2

#### RECORD OF ROAD MILEAGE TRANSFERRED

PRIMARY STATE HIGHWAY SYSTEM

wision of State highway custom (or other system) reported on this form)

	MILEAGE ADI	DED FROM OTHER SYSTEMS					MILEAGE TRAI	NSFERRED TO OTHER SYSTEMS			
		Type of road		Width in	Length in	System to which		Type of road		Width in	Length in
System from which transferred	Location	Description	Type symbol	feet	miles	System to which transferred	Location	Description	Type symbol	feet	miles
(1)	(2) Bayview - Farmington	(3)	(4) (E)	(5)	(6) 4.30	(7)	(8)	(9)	(10)	(11)	(12)
		19	(E)	16	1.36						SVE US
	Conterville - Ruthsburg	Stone	(E)	16	2.00			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
* G	Brookvies - Vienna V	Gravel	E)	16	0.40	٨					
	Vienna - Steel Mack	015101	E	16	0.90	1	(				
* t4	Redland - Derwood	Bituminous Surf. Treated	Ē	12	0.44						
		n n n	F	14	0.95						
	Ridgeway - Jackson Grove		(5)	15	0.22						
	Defense Hwy Bowie Race Trk.	n n	F)	16	1.00						
	Wingate - Bishops Head	n n	F	16	3.00	Zala					
	Halseys Cor Highland	Mixed Bituminous	(G)	14	1.04						
" 121	Barron Crowk - Delaware line	n N	<b>(6)</b>	16	2.60	1104					
n ( )	Francis Scott Key Highway	Bituminous Penetration	(N)	15	0.75						
n ,	McDonosh Grade Separation	п	(H)	16	0.52	72					
n R	McDonogh Grade Separation	Portland Cement Concrete	(5)	15	0.12						
						0.10					
									-		
								6 Long of the Control			J
								o			
									N 0		
	o			01233							

UNITED STATES DEPARTMENT OF AGRICULTURES
PUBLICATION PUBLICATION OF THE PUBLICATION OF TH

#### HIGHWAY MILEAGE ANALYSIS SCHEDULE

DUPLICATE

STATE OF ______

FOR YEAR ENDED DECEMBER 31, 1941

Indicate above the subdivision	of State h	ighway sy	stem (or oth	er system)	reported or	this for
			13.18			

PRIMARY STATE HIGHWY SYSTEM

			~	0	Trees								A	.ccounting	TABLE OF	CONSTRUCT	ION CHANG	GES										
		CHAN	GES IN SYS CONST	TEM OTHER	R IHAN							Type of roa	d replaced	or abandone	ed						Sum	mary of eon	enstruction e	hanges		NET TOTAL	Existing	
Type of Road Existing or Built	EXISTING MILEAGE AT BEGIN-	Davisions	Mileage	transfers	Net	Built on		В	C	D	Е	F	G	Н	I	J	K	L	M	1	Mileage bui	t during ye	ear	Mileage	Net mileage	CHANGE IN MILEAGE	MILEAGE AT END OF YEAR (1+26)	TYPE OF ROA (symbol)
	NING OF YEAR	Revisions due to resurvey or former error (+ or -)	Additions	to other	changes other than con- struction (2+3-4)		Primitive	Unim- proved		Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- ininous	Bitu- minous penetra- tion	Bitu- minous eonerete and sheet asphalt	eement	Briek	Block	Dual- type	On earth roads or new loca- tion	types	Reconstruction to same type	Total	of former types re- placed	ehange due to eonstruc- tion (23-24)	(5+25)	(1+20)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**		0.11	0.18		0.16	0.01				-			-	**	**	**	(0.35)	**	**	**	**	Abandoned.
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	7-79	6.97			<b>A.</b>
3. Unimproved			2.99		+ 4.99	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	***	**	6.99 -89 3.2.87	- 3-33	-		В.
C. Grade and drained			22.47		22:27	-								-		-				_				2.2.87	-2:31	10.00	13.10	C.
). Soil-surfaced	23.40		2.70	-	+ 2.74	-		* * * * * * * * * * * * * * * * * * *						-									10.00	13.00	-19.00	+ 5.13	43.06	D.
C. Gravel or stone	37.93	- 0.90/			*19.99 * 2.61	0.86		2.84	3.37		11.96	341							*	7.00 17.19 -7.10	0.99	3.41	19.95	31.81 7.36 4.96	15.96	+21.57	626.22	F.
F. Bituminous surface-treated	604.65		54					3.35 4.14	12.92		15.73	0.44				1.00		*************		16.35	15-73		24.04	4.09	+20.77		642.41	G.
G. Mixed bituminous	610.40		3.64		3.64	0.03		4915	3.03	18.30	3.00	1.56		1	2.20	0.12			~	4.11	17.18	0.52	21.01	6.87	100000000000000000000000000000000000000	+11 .27	165.17	Н.
I. Bituminous penetrationI. Bituminous concrete and sheet as-	249.96		1.27		+ 1.50	0.28 /			3.03		2		3.02	10-22-59-	3.57	6.94			0.72		13.25	3.51	17.04	6,02			304-53	I.
phalt	255.01	• 1.50)			- 1.39		7					- 0.95/	1.07	3.78	1.31	1.70			4	24.48	7.11	1.70	33.29	10.97			1,550.50	J.
J. Portland cement concrete	1,569.96	- 1.	0.12													941												К.
K. Briek		-																										L.
L. Block	126.75															1.21					1,21	=======================================	1.21		-	+ 0.49		
M. Dual-type	4,125.	- 0.30	63.49	/	×63.19	(4.73	)	3.3	22.57	13.00	34.61	U. E. SOLENI	4.09	16.96	7:00	10.97			9.72	56.41 97-64	63.57	17.70	141.08			9.57	4,214.63	Totals.

1/ US 301 1.5. toward Berlboro built 1935 CG

2/ Section of Noute 306 in Federalaborg was included in both urban and rural milesgs

DUPLICAT

BUREAU OF PUBLIC ROADS

## SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

MATITLAND STATE OF ....

FOR YEAR ENDED DECEMBER 31, 19. 41

		RURAL ROADS	Under State	Control		URBAN EXT	ENSIONS OF STATE	E HIGHWAY	Total Desig-	W D-
TYPE OF ROAD	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total	NATED STATE HIGHWAY SYSTEM	TOTAL ROAD AND STREETS REPORTED (5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive							/L	** ** ** ** ** ** ** ** ** ** ** ** **		a y- a v = a p a = a a p a a a a a
Upimproved			w no on the second seco							
C. Graded and drained				· · · · · · · · · · · · · · · · · · ·	5 0 0 0 4 0 0 0 0 0 4 4 0 0 0 0 0 0 0 0					
D. Soil-surfaced	13.10	************************			13.10		9.02	0.00	13.10	13.12
E. Gravel or stone	43.66	W	W	w	43.06				43.06	43.06
F. Bituminous surface-treated	626.22				626.22	2.05		2.05	628,27	620.27
G. Mixed bituminous	642.41		**		642.41	2.07	0.42	10.29	652.28	652.70
H. Bituminous penetration					865,17	15.52	26.49	41.95	800.69	907.12
I. Bituminous concrete and sheet asphalt					306.33	11.61	60.42	72.03	918.14	378.96
J. Portland cement concrete		* *****************	30-6-0-0		1,590,90	54.14	1.93	56.07	1,645.04	1,616.97
	1	THE SECOND SECOND				1.72	6.83	8.55	1.72	8.55
K. Briek			V				1.11	1.11		1.11
L. Block		D. Company	The section		127.24	5.50	2.79	8.29	132.74	135-53
Total					4,214.63	100.41	29-35	869.96	4,915.04	4,414.99

U Improvements or additions not reported

Form SM-6 (1938)

# UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

(DUPLICATE)

#### SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF ____MARYLAND__

FOR YEAR ENDED DECEMBER 31, 19...4

	C	N RURAL RO	ADS UNDER	State Contro	L	On Urb	AN EXTENSION Sys	NS OF STATE I	Highway	TOTAL MILEAGE	BY STAT	LEAGE BUILT TE HIGHWAY TENT (SPEC-	
TYPE OF ROAD BUILT	Primary	Secondary	State-aid	County or local roads		On designated State	On connect not on system	ting streets designated	Total	Built on Desig- NATED STATE HIGHWAY			TOTAL REPORTED
	State high- way system	State high- way system	system	under State control	Total	highway system	By State highway department	By city authorities	iotai	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained.													
p. Soil-surfaced								List .					
E. Gravel or stone	19-75				19.95					19-95			19-95
F. Bituminous surface-treated	23.92				23.32		Aud	<del></del>		23.32	ш	w	23.32
G. Mixed bituminous	24.46				24.46	0.30	2	ad m	0.90	24.76	Z	Z	24.76
H. Bituminous penetration	21.81			BAR BA	21.81	0.08	0	2	0.08	21.89	0	0	21.89
I. Bituminous concrete and sheet asphalt	16.86				16.86	数のを通				16.86	2	2	16.86
J. Portland cement concrete	33.29				33.29	0.61		\$= •9	0.61	33.70			33.90
K. Brick													
L. Block													
1. Dual-type	1.21				1.21					1.21			1.21
TOTAL	140.00				140.88	0.99			0.92	141.87			141.87

U s. GOVERNMENT PRINTING OFFICE 8-12012

# UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

# EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF ... MARYLAND

FOR YEAR ENDED DECEMBER 31, 19

(Indicate above the subdivision of State highway system (or other system) reported on this form)

	TOTAL						ENTER I	BELOW THE NO	UMBER OF MI	LES OF EACH	TYPE HAVI	NG THE FOLLO	WING WIDTH	s in Feet					
TYPE OF ROAD	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(1.6)	(17)	(18)	(19)
Primitive			·									-							
Unimproved																			
Graded and drained		·									******	-							
. Soil-surfaced	13.10			10.31		2.79													
Gravel or stone	43.96	0.42	2.17	22.16		2.11			<b>4</b>	0.92	9,58			0.69	lall	-			
Bituminous surface-treated	626.22		21.31	562.67	25.85	14.16		0.69	10				0.15	0.13		0.25			
Mixed bituminous	6-41	4.30	227.39	295.65	53.14	58.10		3.02	1.14	9.14			0.15	0.30	-				
Bituminous penetration	865.17	3.67	112.74	245.94	61.86	57.75	44.92	37.72	4.25	2.39		1.66	0.25	1.74					0.48
Bituminous concrete and sheet asp			the state of the state of	26.16			95.25	33.81	1.40	10.53	0.57	3.98	10.01	15.46	-		0.61	0.29	2.72
Portland cement concrete		62.71		439.05				2.25	3.94	1027		1.43	2.45	52.67	4.33	10.63	9.47		
Brick				_		-													
Block				-		-							-						
. Dual-type	127.24				4.60		0.79	59.76	5.16	20.04	9.10	6.92	9.97	18,91	0,68			0.41	0.75
Total.	4,214.63	93.10	.523.07	1,607.84	280.01	791.36	182.02	167.25	16.90	53.69	1.25	14.05	12.23	29.00	6.32	22.31	1.00	0.70	9.95

Form SM-8 (1938)

# PUBLIC ROADS PURISH RASTRATION

DUPLICA

#### EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

Shoot 1 of 2

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 41

ve the subdivision of State highway system (or other system) reported on this form)

		DUAL-TY	PE ROADS						Dr	VIDED HIGHW	'AY8	122		
	Road types	and widths					Types	and widths	of divided road	lways				
First	t type	Seeon	nd type	Total width in feet	Length in miles	First r	oadway	Second	roadway	Third :	roadway	Total surfaced width in	Average width of dividing	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	reet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	miles
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	16			18	4.60		12	1	12					
	15	ð	10	22	v 0.79	J	20	J	20			24	20	0.41
	15	1	0	23	11.65	3	20	J	20			40	6-50	7.43
J	15		0	23	/ 0.37	Į.	20	J	20			40	90	26.05
J	15	9	8	23	13.05	J	20	J	29			46	20	0.25
J	15	N	9	24	0.50	N.	20	a	20			45	24	0.30
J	16	F	0	24	1.94	\$	20	J	22			42	50	11.71
J	15	N	9.5	24.5	/ 0.14	H	20	N	22			42	26	0.20
d	17	F	8	25	/ 4.79	J	22	J	22			44	40	1.58
J	15	N	10	25	, 8.71	J	22	J	22			44	45	0.83
J	16	R	10	26	2.93	94	24	N	24			48	20	2.80
J	15	11	11	26	1.50	1	24	1	24			48	42	0.33
	18	N	8	26	/ 1.13	J	24	J	24			48	96	2.76
1	10			26	4 8.83	J	24	J	24			48	98	12.59
1	16	K	11	27	, 2.00	d	24	3	24			48	4	0.35
J	18	F	10	28	1 2.96	•	25	1	25			50	'4	0.61
*6	18	90	10	20	0.20	1	30	1	25			55	4	0.29
1	23	J	10	30	/ 2.03		29	1	32			61	14	1.19
J	15	F	15	30	, 0.90	1	31	1	31			62	4	0.66
.\$	20	n	10	30	, 2.16	N -	34	H	34			68	20	C. 48
1	22	J	8	30	5.09	H	24	J	45			80	12	0.40 /
· #4	14	1	16	30	/ 9-97	J	16 54	J	40			110	12	0.09 /
J	20	F	10	30	1.10					Total	72.31 mile			
J	16	F	16		, 2.33								~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
	24	J	8	32	/ 1.54									
1	22		10	32	/ 3.38					U o	on land of t	is highesy	is of dual l	type
1	22	J	10	32	0.54									
1	23		10	33	/ 0.10			Will STATE		SPESIL	450	1000	BE COLLEGE	

U. S. GOVERNMENT PRINTING OFFICE 8-12008



Shoot 2 of 2

# EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF .....

FOR YEAR ENDED DECEMBER 31, 19.41

(Indicate above the subdivision of State highway system (or other system) reported on this form) DIVIDED HIGHWAYS DUAL-TYPE ROADS Types and widths of divided roadways Road types and widths Total surfaced width in feet Average width of dividing strips Total width in feet Third roadway Second roadway Length in miles Length in miles First roadway First type Second type Width in feet Width in feet Type symbol Width in Type symbol Type symbol Width in feet Width in feet Type symbol Type symbol feet (12)(13) (14) (15) (11) (8) (9) (10)(7) (4) (2) (1) 3.71 9.32 0.39 3.55 2.86 0.40 . 1.21 1 0.90 6.94 / 0.32 v 0.63 2.73 0.40 0.88 V 0.41 / 0.26 1 0.40 /1 / 0.09 /1 Total top 24 miles 1/ One tame of divided highway

U. S. GOVERNMENT PRINTING OFFICE 8-12008

#### PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF .....

BROWN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 19____

			Roa	D REPLACED			Re	DAD BUILT			
Proje	ст No.		Type of road	N= (180 S			Type of road		The state of the		NET MILES
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1)	(2)	(3)	(4)	(5) g	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Go 102-3	60	Fodora laburg - Nountan De.	Gravel	£	16	0.00	Bituminous Constrution	N	20	0.00	
State forces	PK 4560	Juffare St. in Elkton	Aituningus fonetration	11	24	0.16	Partland Coment Concrete	J	40	0.16	•
305-033	FAIL 4500	Landing Lane in Chitan	Portland Commet Concrete	J	12	0.45	Divided Kinday 2-24' Come. lanes		48	0.45	•
45-493	MASH 1502	Now Thi lade lphia Ed.	- PACIFIED AND ME STREET CO					944000			
0 0 m at 00 00 00 00 00 00 00 00 00 00 00 00 00											
·											
		2									
				9190-34		WENT TO THE					
											Lawrence Co.
~~~		***************************************									
)						-					
				· · · · · · · · · · · · · · · · · · ·							
DITELE DE	独等的 经过										

PROJECT RECORD OF ROAD WIDENING

STEERS VARIOUS COTADORNO OF DESIGNATED SHORMS SYNTEN

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF

FOR YEAR ENDED DECEMBER 31, 19

			ROAD BE	FORE WIDENIA	NG		Widening Or	PERATION				ROAD AFTE	R WIDENING			
Projec	CT No.	LOCATION	Type of road				Type of widening la	id		Road types	(if single type	e use only eols	s. 11 and 12)	Total		NET MII ABAN- DONED
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	Total width in feet	Length in miles	(7-16
(1)	(2)	(3)	(4)	(5)	(8)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
							N O N E									
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										-						-

Form SM-3 (1938)

PUBLICE DEPARTMENT OF AGRICULTURE

RECORD OF ROAD MILEAGE TRANSFERRED

MARYLAND STATE OF FOR YEAR ENDED DECEMBER 31, 19

WIBAN EXTERMIONS OF DESIGNATED STATE HIGHWAY SYSTEM

With Sales	MILEAGE A	ADDED FROM OTHER SYSTEMS					MILEAGE TR	ANSFERRED TO OTHER SYSTEMS			
		Type of road		137: 141	T in	System to which		Type of road		Width in	Length
System from which transferred	Location	Description	Type symbol	Width in feet	Length in miles	System to which transferred	Location	Description	Type symbol	feet	mile
(I) \ Municipal	(2) Juffars St. in Elkton	(3)	(4) E	(5) 16	(6) 0.08	Municipal 5	(8) Route 355 in Grisfield	(9) Fortland Coment Concrete	(10) J	(11) 18	(12 0.4
Municipal	Landing Lane in Elkton	Situminous Ponetration	Н	24	0.16						
				m de m m m m de m m m m m m m m m m m m							
										~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	
										~~~	
					145						

Form SM-4 (1938)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

UNITED STATES DEPARTMENT OF PUBLIC ROADS

HIGHWAY MILEAGE ANALYSIS SCHEDULE

DUPLICATE

STATE OF

FOR YEAR ENDED DECEMBER 31, 19.11.

				0	Twist								A	CCOUNTINO	TABLE OF	Construct	ION CHAN	OES										
		CHANG	CONST.	TEM OTHER RUCTION	, I HAN						7	Type of roa	d replaced (	or abandone	ed						Sunr	mary of con	struction e	nanges		NET TOTAL	Existino	
YPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEOIN-	D	Mileage	transfers	Net	Built on	A	В	C	D	E	F	G	Н	I	J	K	L	M	N	Aileage buil	lt during yo	ear	Ma	Net mileage	CHANGE IN MILEAGE (5+25)	AT END OF YEAR	TYPE OF (sym
of Road Daisting or Bota-	NING OF YEAR	Revisions due to resurvey or former error (+ or -)	Additions from other systems	Transfers to other systems	changes	new loca- tion	Primitive	Unim- proved	Graded and drained		Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- minous concrete and sheet asphalt	Portland cement concrete	Briek	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type		Mileage of former types re- placed	due to		(1+26)	
	<u>(1)</u>	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	**	**	**	**	**	**					7									**	**	**	( )	**	**	**	**	Abando
abandoned						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
imitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
nimproved						-									-		144	17/27/200										_ C.
rade and drained					-	-		-															~					D.
il-surfaced				-																				3.	- 0.30	-0.90		E.
ravel or stone	0.30		6.03	1	9,00					-																	2.05	F.
tuminous surface-treated	2.05				-			-			0.31 /				_						0.50		0.30		• 9.30	+ 0.30	9.07	G.
xed bituminous	3.57			-	-			-			· · · · · · · · · · · · · · · · · · ·										0.08			0.16		• 0.00	15-52	H
tuminous penetration	15.44		8.16		0.16			-		-				-		_					0.08		-				11,61	T
tuminous concrete and sheet as-	11.61									-															e 0.16	a 0.24	54.14	1.
ortland cement concrete.				0.40	- 0.40					-				0.16		0.45					0.16		0.61	9-47			1.72	J.
rick	1.72	-	The state of																									к.
loek					-	1						-															0.46	L.
	5-50				7. T. A.																	=======================================					3-59	M.
Dual-type	100.57		0.11	0,40	- 0-18						0.30			0,16	1	0.45					0.54	6.45	0499	-0.53		- 0.16	1	TOTAL

U. S. GOVERNMENT PRINTING OFFICE 8-12005

Form SM-7 (1938)

UNITED BLATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

# EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19

dicate above the subdivision of State highway system (or other system) reported on this form)

	TOTAL						Enter I	BELOW THE N	UMBER OF M	LES OF EACH	TYPE HAVE	ING THE FOLL	OWING WIDTH	S IN FEET				1	
TYPE OF ROAD	EXISTING MILEAGE	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive						<i>I</i>	2							0.40					
3. Unimproved						B		-	***********										_
Graded and drained																			_
). Soil-surfaced						7													~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
. Gravel or stone				-		E										***************************************			
F. Bituminous surface-treated	2.05			1.55		0.24								0.60	~				0.05
G. Mixed bituminous	9-87		2.04	3.71	0.55	9.30		9.37	9.47	9.07		Q. 44	0.40						Vay
H. Bituminous penetration	15-52		0.33	1.25	0.58	7.45	0.60	3.35	9,42					0.85		-			
. Bituminous concrete and sheet asphalt.	11.61		1,25	0.85		2.95	0,17	0.75	0.47	3-39		9.15	9.29	0.04				0.04	0.04
I. Portland cement concrete.	54.14		13.10	5.23	6.29	9.06	0.29	4.79	2.60	3.91	1.50	0.31	0.90	1.95			0.04	0.61	
K. Brick	1.72		@ to @ @ @ @ = + = 0 = = = = = = = = = = = = = = = =			0.32	Κ	0.20	0.37	9, 90		0.63	0.05						-
4. Block						L					-		-						
M. Dual-type	5.50					~		2,32				0.63	-	1,48			0.60		0.47
Toras	100.41		16.22	13.35	8,12	20.39	1.06	11.79	5.33	7.86	1.50	2.16	2.14	5.72		2.76	0.64	0.65	0.56

U. S. GOVERNMENT PRINTING OFFICE 8-12013

10 5.3

Form SM-8 (1938)

# UNITED STATES DEPARTMENT OF AGENCY TURE

DUPLICA

# EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF

LINBAR EXTERDIGRO OF DESIGNATED STATE HIGHMY SYSTEM

FOR YEAR ENDED DECEMBER 31, 19.41

(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TYI	PE ROADS						Div	IDED HIGHW	AYS			
	Road types	and widths					Types	and widths	of divided road	lways				
First	t type	Seeon	d type	Total width in feet	Length in miles	First r	oadway	Second	roadway	Third r	oadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	1660		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	1660	purps	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	15	1		23	1.05	J	20	J	20			40	30	0.69
0	15	J	9	24	2 0.60	4	20		20			40	20	0.40
3	17		8	25	0.39	J	24	J	24			48	38	2.38
	10	- 4	16	34	0.19	1	29	1	29			512	11	0.04
J	16	F	18	34	0.44									
1	20	J	20	40	1.48									
J	10		33	53	0.60									,
1	15	J	Vac - width	02-84	y 0.47									
		Total 5.	50 01 100							Total 3.	50 ailea			
			5.50							3.59				
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	100000000000000000000000000000000000000													
	S													
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The factor	Wagnery.													

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

## PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF _____

FOR YEAR ENDED DECEMBER 31, 19....

			y system (or other system) reported on this form	REPLACED	1		ROAD	Built		1	1
Projec	т No.		Type of road			E AS	Type of road		A STATE OF		NET MILES
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11
(1)	(2)	(3)	(4) sorth	(5)	(6)	(7)	Screenlage a (8).course calcium chioride troated	(9)	(10)	(11)	(12) ×
b 217		Comm City P4. Lad. Lanie 1 Mart		2 =	20	0.92	calcino chieri la trontad		23	• 92	X
a ()2	MB367	Principal Anno Tud. St. format	THE RESERVE AND PERSONS ASSESSED.	1	10	1.32	chierido tratad		20	1.27 1,39	43
	Mp6	Cravitin to Current	Grauni New iscalion			2,50	Dituoliguus sur 9 cu trestad			2.33	X
216	0,0210	tions to the toyellie	Graded and drained merth	0	26	(2.50)	Ditusinous surface treated	1	18	• //	V
	4254360	(a laye to late)		0/	20	0.00	Olteriases are two treated	1		0.36	X
4 286	macio.	Bishop to Salegellie	Craded and designed ourth		10	1.04	Dituntaces curios trouted	<b>y</b>	12		*
TATE FIRM	-Moses 4.	Sykasolija - Parriotavlija	Stabilized earth	-	16	(1.3)	title locus purpos treated	7	16		-/
156 %	MD236	Pingoto to Toudellio	[©] ravol		16	1385	= 616 of the marginal treatment	1/	76	2.00	-
TATE FEEDERS WI	Mb 529-	Allah tes. Oper form	Stabilized with the fact course		16	2.03	OTHER SEA SUPPLIES THE TOO	9/	+6		X
TAYR FUNDS	MOIZWI	End. St. Nervan	Traffic bood reside		16	1.90	fittailisis series tracted	- 6/	16		X
ATL FARE	Motiowa	the loggitte ted. linhop	Statified earth corner cours		18	11.11	Citalisa surace trastat		16		<u> </u>
raya Pundan	U52134 V	Aptin Jame Sity Sand Inda	Stabilized earth our face cours		A STATE OF THE PARTY OF	0.75	Dituninous surface trautad				- X
TATE FERGER	L W/O	Lonis! Diara	Mabiliand meth purhas cours	,	16	(0.0)	filteriscon portuos tractes	4			<u>X</u>
TATE FOREIG	1 ~	Contro a Borth		3			Ditarinous vertice treated				<u> </u>
3)	330 - 40 A	Norg.	Crawi		28	(8.75)		-	16		X
	Neg b	SI Name 15 TO	Ores 1		16	T.M	Ditanimor cortain tractor				_X
776-2	U550	Ortonia iliphay A 4. In hon	(m) (m)		*	100	Oftuniness surface tracted	2		6.15	
	3 = 1	At Alan Series	Bituningua par hee treated		/16	(0.15)	Alteriacus sur fecs trestod		46	1.75	K 3
16 369 X	7 26 A	to totale do Traderick Sa. Lie		0/	16	(1.95)	Many Situations				1
		But many to, Link to See	Readed and drained earth	1	16	000	Phoe bikontoour			- 7	7
315	5 FAR - 36 A	See in tablishin the to Septe			10	1.00	Mass tituntouva	6			
129	15 VIII - 17 1	Gt. impourés tod. folcause	- must		16	(010)	this of tenloous				
. 119	Morri	Name Thilleand ithis Mideto Regnot		-	16	0.90	- Traid Steathous				Total His
13	16 743 a 52 A		Mon			12	Ottantacus perotrative				
350	DANGE 325 B	Charles Steer to Diarch Hill			16	1 4.17	lapta 14	1			
146 4	115 213		That attentions	*/	- 19	9,00	- Daple 14				
	Mp 313	Treeschore - Not Think	Harris at tax tax tax	-	1	(0+2)	- Aples Re-	1		0.31.21	
16. 0 230		Alicon had. Therpetting		3	16	0.70			25	0.20	-3
				1	16-10	1-91	the volume on the special states				
		Vienten en e		1	15	1.19	V	1	15	1.19	
		A. COMME WIN		B. E. S.						50,01	

U. S. GOVERNMENT PRINTING OFFICE 8-12009

PRIMARY STATE HIGHMAY SYSTEM

## PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF

FOR YEAR ENDED DECEMBER 31, 19

		(Indicate above the subdivision of State highwa		ROAD REPLACED			ROAL	Built			
Рвол	ECT No.						Type of road				NET MILES
State	Federal	Location	Type of road  Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONEI (7-11
(1)	- $(2)$	(3) Chester Miyer Led Church Hill	(4)	(5)	(6) 20	(T) (0.20)	(8)	(9)	(10)	(11) •20) ¥	(12) K
146 X	05113	Chester Hiver and Cherter Huss.	Coetland c. comrot0	1/	15	(7.00)	Applait	The	25	7.01	X
A 254 X	Mn 465	Grain May. tod. Potone Huy.  Grain May. tod. Potone  River Orlogo  1.31 miles from Crain May.	New Josephion			•	Portland c. concrete  Pivided Highway  2 - 24: Portland c.conc.lance	J	34	1.31	X
16 - 800	3-72	1.31 miles from Orain May.	New location	•		•	2 - 24' Fortland c.come.lanes	d	40 ✓	0.35	X
- 200	27.	Toll Plans - Shound River Sr.		• 2	•	•	fortland c. concrete	J	Aug. 24 -50	0.09	X
124	1139-9-7	Toll lam-Potoma River Br.			-	77. D	fortland c. compreto	J	24	0.16	X
- 124	PM 1139-2-F	Total transfer Street Street Service S	Now tecation		•		Portland c. concreto	3	24	1.90	X
124	PM 1139-2-F	Faving over Potensc River Br. Taving over Suggestanna River Bridge	line location	•	•	•	Portland c. soncrete	J	46	1.45	X
1 192	FMA 1139- 1-F	NINGT TIME								12-104	
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										4	
o o o o o o o o o o o o o o o o o o o											
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PROJECT RECORD OF ROAD WIDENING

#### Shoot 1 of 2

MAYL! STATE OF.

FOR YEAR ENDED DECEMBER 31, 19_

PRIMARY STATE HIGHLAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

ROAD BEFORE WIDENING ROAD AFTER WIDENING WIDENING OPERATION PROJECT-No. NET MILES Type of widening laid Road types (if single type use only cols. 11 and 12) Type of road LOCATION Total width DONED Width Width in feet Length Length in feet in miles in miles Type symbol Type symbol Type symbol Width in feet in feet Type symbol Width Description Description Federal State in feet (7-16)(10)(13) (11) (17) (16)(4) (6) (9) (12)(14) (15)(2) (1) 3-101 Sand asphalt wishilland share 8-207 Inno 2.50 0.3 Portions on concrete STATE FORCES titth 400. Prophlys to SR 648 2-51 16.55 30 dend asphalt stabilized shore. Portland c. contrate 50 648 to Sovern Hiver Dr. Maple Ave. - Vid America is Rd. 2-51 to themsode Ferry Sid. fund authors wishillised share 121 0.00 48 - 205 X Porkland C. Comrete 2-4-51 Sand aspects obshilliged obles. 168 1,02 Pumphrey New cut Road, Prophilys toda Portland C. Suncrute ■ 257 X 2-4-51 dand aspirelt atabilized shore, 151 Portland C. Concrete THESE OFFICE AND AND THE TENETY START THAT OF THE EXISTING -M - 257 3 2,51) 6,07 Sand coping it stablilland abdre. 151 Pertland c. comments P - 433 H Upper Harlborn to 7.8 2-57 Gand applied what i i mad wholes, -1.57 Parkland c. contrats 150 Columbia Pile to Jenestown 3-51 Sand auphalt stabiliand shire. 0.07 161 Pertiant c. concrete Columbia Pilos to denoctors 2-81 Himed bikurinous obab, shorn, 1.00 Aniosi in Little Supposed Falls to Him. 0.01 little Supposer Falls ted Siles Portland C. Concrets 0.90 Bigod bituminous stab. obbra. 2-17 Elect bitual nous state shirts. 1.20 Fliam to Minters Am Flower Ave. 21105 Ave. -Portland c. concrete 35,5 Mined blickingue stab. shirm. 2-9-51 0.83 Fortland c. concrete Franklin Ays. 3.00 24 24 Dismission production step. 5-1807.0.0. Cont.cort & gutters SET 3.00 9 Histor bituminous STATE PORCES Stanment - Colonyttio 123 0.09 40. 2-51 H 18 45 Ultuminum postration pht Diteminum postration 2-3" Portland c.conc.phiro. 0.09 4100 blk ouf Sithman Ayou 26 0.95 2-31 25 Dituminous posstration shore. # 0.35 TATE PORCES Mailing Hd. to Catomoville 0.10 50 Dituminous penutration shore. H 2-101 H 98 6,15 Elterinous posstrution Goorgie Ave. to 0.10 si, mut ter bituding prompretton 0.81 40 45 privation of conc. shore privations of fortishing executables. 0-101 H. -0.01 Ditunious postration shora. Waln St. In New Seriot Four Corners to 0,70 office 0.78 27 21 2-31 Ditusious posstration shirs. 1 0.70 STATE FORCES tel Billioning and andress Four Corners to 4.75 attes 0.62 27 15 1291 1 Dituniance panetration above. south of thits lak-3 Pertland course, andra-STATE FORDER 10 0.97 5-27 Dituminous ponotration abdra. Portland a. comprete York fid. bud. Chane C TO 器 17 1-71 Oftuninous posetration shire. Thru Cocifton Portland c. comprete DE. 2.00 E. 06-15 Ditunianus passtration abdre. 11 2 -3.51 Oxiciand - Hutton Portland c. commete 520 想 -28 10 0-29diturinosa ponstrutina shira. H T-TOT Manuel biftum i moute STATE FORCES Thru Soci Hoo. 167 Diteminus paretratics and cort and access, shore-167 Ditualness secrets 2.27 Pertland secrets shore, Q 75 40 -66--0. to --Portland o. concrete shers. 1-110 Fatepaco ted, Catenovillo 1995 25 +++++ BALT 1.13 Withminus aurf. tr. andra. Ligina Corner to . libosa falera 33 7-51 33 fit penetration will --Penas Lice to Seyears Ridge ter joo i to ist Anies lie 1.54 30 3-44 fort and to gent, there-256 3-31 Portland C. come, whiles. Edgesood IId. ----filtunimos que fo tro abero. 249 X 14 1 19 E Liping former to Gibson Island fortland o. come, shire.

Smot 2 of 2

STATE OF MORA

FOR YEAR ENDED DECEMBER 31, 19______

#### PROJECT RECORD OF ROAD WIDENING

#### PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

			ROAD BEI	FORE WIDENIN	1G		Widening Oper	ATION				ROAD AFTE	R WIDENING			
Project	· No.	LOCATION	Type of road			TAl-	Type of widening laid		Width	Road types	(if single type	e use only col	s. 11 and 12)	Total	Length	NET AB
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	Type symbol	Width in feet	Type symbol	Width in feet	width in feet	in miles	(7-
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(1
A - 260 X	Malita	Hoch Crush to Fort Smallsmod	Partiand c. concrete		20	3.55	Mituologus surfa tra shira.	£	2.41		36			36	3.55	
A - 227 X	40	Formus Gurner Formus Vormer End.	Portland c. concrete		15	\ lal7	Litualance surf. ir. shira		2-101		35			95	1.17	
A - 227 X	M	Apole Grant	Portland c. concrete	J	19	2.26 V	Situations surfa tra shira	······ £	2-51	11						
14 - 260 X	MO 113	Formula Corner to Rock Creek	Portland c. concrete		10	<u>  lall   </u>	Ditunioque surfa tra shires.	F	2451	1			***************************************	20	1.10.	
A - 277 X		Name of Forry Pd Palto. Co. Line - Mipley Bay Widge Rd. City ITHITE	Portland c. concrete	3	16	8.33	Ditunisous surfa tra shdra-	£	2-01		92				2-33	
A - 251 X	Md .TEL	Annapolis tod. Tay Ridge	Portland c. concrete	J	15	0.00	Oltoninous such trachire.	E	2-101	(11)				35	0.40	
	MD. 138.4	Ritchie May alto. ity Li.	Portland c. concrete	J	15	- 0.93	Di businoss surfe tre shirae	Ē	2-101	B				35	0.99	
STATE FORCES	1111-14-21	letthe - Covern	Pertiand c. concrète	J	14	2.06 Y	Ditunicana norfe tre stores.		2-101	R				34	2.06	
MATE FORCES	Md - 552	Severn to Fort Mende	Portland c. concrete	3	10	1.65	Nituaisava avefa tea shdra.		2-16!			~		34	1.65	
PA	-107	Phillips Olding - Possensburg	Portland c. morerote	3	17	1.70 Y	Applett this abirs.		2.41		25)			25	4.70_Ł	
ON .	- 1111	Salisbury - Spression Spaling	Portland c. concrete	J	15	₹5.63 ±	Asplutt Ship abors.		2-61		23			23	5.69	
<b>*</b>	• 677	Miconica Co. Lina-Long Midge	Portisad e. concrete	J	15	1.74 X	Aspholt Chip abdra.	E	2-41	1				23	1.76	
2	• (8)-31-1	Long Ridge - Miliville	ortland c. comercia	J	16	1.94	Asphalt Chip abdra.	E	2-41		26			34		
94	• 15.0	Billylite - Foundate Blyar	Portland c. comercia		15	- 5.68) V	Sabin It Ship absen-		2-41		23				5.60	
ØA.	•	Fair Will - Apploton	Portland c. comercia	J	16	2.93	Pitualaus peretention shies.		2.51	(11)	<b>3</b>			26	- 2.93	
M	• C •	Appleton - letere Line	Portland c. concrets	J	15	1.40	Situainous penetration shdrs.	H	9-51		5			25	1.40	
YATE PORCES	× • 11	Connecticut Ave .	Fortland c. concrete	J	20	\ 0.40 ·	Situal sous panetration share.		3-101	4	40 V			40	Q.49. z	
ENTE PORCES	•	-16th Street Extended Sart	Portland c. concrete	J	40	-0.17	Asiasite shoulders	1	8-101		6			60	9.17	
MATE PURCED	- 14	disposition of the standard	Partiend c. concrete	J	40	0.09	Aniesi to shoulders		2-10*		60 ×			60	0.99	
TATE PORCES	- 14	Silver Dering to O.O.Line	Portland c. concrete	J	30	10.0	/ Autorite shoulders	1	2-101	8	59			53	0.41	
STATE FORCES	•	Hoad Extended	Fortland c. Comprete	3	20	0.30	/ Asissite shoulders		3-101		40			49	6,30	
								~	-			-			41,54	
	******															
					The state								~			
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					100000000000000000000000000000000000000				1000			To the same				4

Form SM-3 (1938)

# FEDERAL OF PUBLIC ROADS PUBLIC ROADS ADMINISTRATION

#### RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF .

OD VELD EXTEN DECEMBED

FOR YEAR ENDED DECEMBER 31, 19... (Indicate above the shed) on or six highway system (or other system) reported on this form) MILEAGE TRANSFERRED TO OTHER SYSTEMS MILEAGE ADDED FROM OTHER SYSTEMS Type of road Type of road Width in Length in Length in miles System to which transferred Width in Location System from which feet miles Location feet transferred Description Type symbol Type symbol Description (10) (12) (11) (4) (5) (3) Samue Sale Annual State of Res to E. W. Crime and training 76 0.80 record and drained curth Dishes to the toyellie 2.96 5 10 Graind and drained surth Cross Sity Rd. Apple? Store ender-the-section 16 1.55 6 Graded and drained warth Darket - Nyaktokas Rd. (16)/ Constitution ( A. Graded and drained ourgh Marriage Store to-(24)/ 0.35 COUNTY LESS DE ST Gravat 16 / 2.30 Timpato - Todiville. Orayol 1 1.60 Gravel Ni Numa tam 1 (30)/ Sandagate Princess from todalla Vorsen Shell 10 1.39 Gravities to Turnor Grava! I.WY BETTER, ES. S. Marella Gravel 1.21 10 V -/ Significant to Taylor teland families 1.13 THE COLUMN TWO IS NOT THE OWNER. 10.300 THE PARTY . TO PASSET IN It wood by your about Margarità" Contractor (120, 120) III and III and

Form SM-4 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PRINCIP STATE HIGHWY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

#### HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF ________ FOR YEAR ENDED DECEMBER 31, 19_____

		CHAN	ges in Syst	rew OTHER	THAN								A	CCOUNTING	TABLE OF	Construct	ION CHANG	es										
		CHAN	CONSTR	RUCTION								Type of roa	d replaced	or abandone	ed						Sum	nary of con	struction c	hanges		NET TOTAL	Existing	
TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGIN- NING OF	Revisions	Mileage	transfers		Built on		В	C	D	E	F	G	Н	I D:4	J	K	L	M	1	Mileage buil	t during yo	ar	- Mileage	Net mileage	CHANGE IN MILEAGE	MILEAGE AT END OF YEAR (1+26)	
	YEAR	due to resurvey or former error (+ or -)	Additions from other systems	to other	changes other than con- struction (2+3-4)	new loca- tion	Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- minous concrete and sheet asphalt		Brick	Block	Dual- type	On earth roads or new loca- tion		Reconstruction to same type	Total	of former types re- placed	due to	100000000000000000000000000000000000000	(1+20)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
ad abandoned	**	**	**	**	**	**														**	**		1	**	**	**	**	Abandoned
. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**			-				A.
Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	-				В.
Grade and drained			2.01	/	2.91					-	-	-									·				- 9.01	1		C.
Soil-surfaced	25,46								-	1	\x			-							\						200	D.
Gravel or stone	41.06	. 4.71	2.32. 1		15.39	=======================================	V		· W	/	31 /		¥							× ×	·		d <u>-</u>	- 3.16		- 1012 x	/	19.
Bituminous surface-treated	500-35		1.41		1.31		4		2.20	•	13.23	0.15	) X	·		-				2.37	1.0%	1.5		0.15	41.07	7	610.40	r.
Mixed bituminous.	613-93		9.39.2		0.90				· /	1	1.		0.98								5-20	0.58		A	1.12		548.95	H.
Bituminous penetration  Bituminous concrete and sheet as-	992.91	.= 1.17			1.17								0.33			10.55					21.09		21.03	A CONTRACTOR OF THE PARTY OF TH	-18,26		195.01	I.
phalt	2000-50	- 3-00	9.19 Y		20.50	5-25	*											-			\				-55-76		\$2.56	J.
303.000	1,655.62	- 2.30														-												к.
Brick Block														7													-	L.
Dual-type	23-59	* 35.81			39.81		4				_	,	0.		2.77						9.44		-50-	X			136.75	M.
	4,050.02	. 6.64	19.62 /		- 27-33	( 7.64	4		9.01	1.04	23,16	0.19	11.76	0.10	3-77	61.00				16.65	12.73	24	116.7	100.63	7.681		1 1504	TOTALS.

GOVERNMENT PRINTING OFFICE 8-1200

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4 17

# UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

#### SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF ...

For Year Ended December 31, 19____

DETTAID

		Rural Roads U	Under State	Control		URBAN EXT	ensions of Stati System	E HIGHWAY	TOTAL DESIG-	TOTAL ROADS
TYPE OF ROAD	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total .	On designated State highway system	Connecting streets not on designated system	Total	NATED STATE HIGHWAY SYSTEM	AND STREETS REPORTED
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
Unimproved										
. Graded and drained	23.40				23.40		9.00	0.02	23.40	29.42
D. Soil-surfaced					37-22	0.50			30.43	30.23
E. Gravel or stone					604.65	8,05		2.05	605.70	606.70
F. Bituminous surface-treated					618.40		0,40	9.99	627.97	628.39
G. Mixed bituminous.	610.40					9.57	85.43	41,57	864.40	690.63
H. Bituminous penetration I. Bituminous concrete and sheet	295.01				295.01		60.43	72,03	306.62	367.04
asphalt	a esta 05				1,969.96		1.33	94-31	1,604.34	1,626.27
J. Portland cement concrete						1.72	6.23	0.55	1.72	8-55
K. BrickL. Block							1.11	1,11		1.11
M. Dual-type					106-75	5.59	2.70	0.03	192.25	135.04
M. Dual-type	4,125.06				4,125.06	100.57	59-05	280.52	4,225-69	4,325.50

U. S. GOVERNMENT PRINTING OFFICE 8-12011

Form SM-6 (1938) UNITED STATES DEPARTMENT OF AGRICULTURE
PUREAU OF PUBLIC ROADS

(DUPLICATE)

#### SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19....

	C	N RURAL RO	ADS UNDER	STATE CONTRO	L	On Urb	AN EXTENSION SYS	NS OF STATE	Highway	Total Mileage	BY STAT	EAGE BUILT E HIGHWAY ENT (SPEC-	
Type of Road Built	Primary	Secondary	State-aid	County or local roads		On designated State	not on system	ting streets designated	773 1 3	BUILT ON DESIGNATED STATE HIGHWAY			TOTAL REPORTED
	State high- way system	State high- way system	system	under State eontrol	Total	highway system	By State highway department	By city authorities	Total	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced		-											
E. Gravel or stone	5.25				5.25					5.25			5-25
F. Bituminous surface-treated	21.22				21.22					21.22			21a22
G. Mixed bituminous	3.65				9.05	0.93			0.92	9.97.			2.57
H. Bituminous penetration	1.22				1.22	0.67			0.47	1.69			1.69
I. Bituminous concrete and sheet asphalt	21.03				21.03	0.10		*	0.10	21.13		×	21.13
J. Portland cement concrete	5.26				5.26	2.20			2.29	7.55			7.55
K. Brick													
L. Block													
M. Dual-type	53,44				53.44					59.44	.=	774.77.51.00	53-44
TOTAL	116,42				116.47	3.70	Available	_Avaitable	9.78	120.25	None		120.25

U S. GOVERNMENT PRINTING OFFICE 8-12012

Form SM-7 (1938)

# UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

# EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF

For Year Ended December 31, 19

(Indicate above the subdivision of State highway system (or other system) reported on this form)

(1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (1.5) (1.6) (1.7) (1.8) (1.5) (1.6) (1.7) (1.8) (1.5) (1.6) (1.7) (1.8) (1.5) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.6) (1.7) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.8) (1.		TOTAL						ENTER B	SELOW THE N	UMBER OF M	ILES OF EACH	TYPE HAVI	NG THE FOLLO	WING WIDTH	S IN FEET					ST 200
1. Primitive. 3. Unimproved. 3. Unimproved. 3. Cracked and drained. 3. Soilsurfaced. 3. Gravel or stone. 3. A Bituminous surface treated to the standard of th	TYPE OF ROAD		Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33			40 to 43		45 to 49		55 to 59	60 and ove
1. Printitive. 3. Unimproved. 3. Oriended and drained 3. Solisurfaced 3. Solisurfaced 3. Mixed bituminous surface-treated 4. Oct. 3. Mixed bituminous penetration. 4. Bituminous penetration. 4. Bituminous concrete and sheet asphalt 4. Printitive. 4. Bituminous concrete and sheet asphalt 4. Printitive. 4. Bituminous concrete and sheet asphalt 4. Printitive. 4. Bituminous concrete. 5. Bituminous concrete. 6. Printitive. 6. Biock. 6. Bi		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Graded and drained	. Primitive																			
Soll-surfaced	. Unimproved.					,													~~~~~~	
Gravel or stone 37-93 17 15. 17 15. 18. 17 15. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	. Graded and drained																			
2. Gravel or stone. 37-93. 17. 2.77. 18. 18. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	. Soil-surfaced	29.40			20.61				_			~~~~~~~~~			0.60					
R. Bituminous surface-treated 604.  S. Mixed bituminous 618.40 230.5  I. Bituminous penetration 848.5 5.7 11.91  Bituminous concrete and sheet asphalt 2.11  F. Portland cement concrete 6.555.96  K. Brick 6.11  Block 7.11  M. Dual-type 7.77  Total.	G. Gravel or stone	37+93	6.42	2.17	25.50		5.97		_		3.10						0_24			
Mixed bituminous.  I. Bituminous penetration.  Bituminous concrete and sheet asphalt.  Portland cement concrete.  Brick.  Block.  A. Dual-type.  Total.	. Bituminous surface-treated	604		21.31	510.73	24.55	0.46													
H. Bituminous penetration.  Bituminous concrete and sheet asphalt.  Portland cement concrete.  Brick.  Block.  M. Dual-type.  Total.	3. Mixed bituminous	618.40	4.30	230.56	246.48	2661	30,36	10.58	3.09											
Bituminous concrete and sheet asphalt Portland cement concrete Block Block Dual-type Total	I. Bituminous penetration	848.96	8,67	114.91	220.05	30450	376.07	62.43	26.75				-							1.85
Portland cement concrete		2.5.01	3	13.84	27,07	32.16	131.33	31.41	16,47	1.40		0.57	2,92						·	
S. Brick  M. Dual-type  Total  Total		The state of the s	91.05	960,01	449.55	144.64	172-31	56.53	16-44	1.95	19.67		1.49	1.33	34.65	3.50	4.90	9604		
M. Dual-type 116.74 148.48 1.19 3.77 1.08 1.08 1.08 1.08 1.08																				
M. Dual-type  1.08  Total  Total	. Block					-					21.00		6.40	7,71	10.01	0,00	0.10		0.41	0.75
TOTAL 6,125.06 96.09 991.60 1,506.45 205.06 739.45 146.76	M. Dual-type	106.75			-	- 1000011-0-4												1.63	0.41	2,61
U. S. GOVERNMENT PRINTING OFFICE 8-12013 D.K. O.K. O.K.	TOTAL	4, 125.06	96.49	951.60	1,505.45	205-06	729.45	146.74	142.66	12.13								1.08		0.1
				4 5 5 12				U. S.	GOVERNMENT PRINTING	OFFICE 8-120	13 D.K.	0.6	0.16	0.1		5 01	010	1.00	O.K	0.1

Form SM-8 (1938)

# FEDERAL WORKS AGENCY

UNITED STATES DEPARTMENT OF AGRICUTURE
BUREAU OF PUBLIC ROADS

Shoot 4 of 3

DUPLICA

# EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MANYALD.

FOR YEAR ENDED DECEMBER 31, 19.40.

(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TY	TPE ROADS						Div	IDED HIGHWA	LYS			
	Road types	and widths					Туре	s and widths o	f divided road	lways				
First	type,	Secon	nd type	Total width in feet	Length in miles	First 1	oadway	Second r	oadway	Third re	oadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	ieet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	00		01 (2-41)	18	4,60			4	12					
Wg	19	3	101(0-51)	22	0.40	4							60.50	7.49
in	19	4	101(3-51)	22	0.14									
D	10		10'(2-5')	22	0.25		20		20				90	12.33
1	12		81(2n61)	23	8.10		20				~	40		3.02
.9	18		21(3-41)	20	4.00	4	28_		20			40	20	
	18		21 (2-41)	23	2.75	( 8	14-16							
9	12		81 (2-41)	29	4.43		2 ver short	8	20			4	24	0.30
.1			151(2-7.51)	23	9,37		30	J				42		11.71
	10		81 (2-41)	23	5.03		20		22			40	43	0.03
.4	10		81 (2-41)	23	1.75	( 18	14-16							
<u></u>	40		31 (2-41)	90	5.60		2 wratur	12				49	25	2.20
<u></u>			151(2-7-51)	33	V Ge		16-31	led-K	20-21			Byg. 40	20	اما
			87 (2-A!)	91	1.94		22		22					
1	10		2.5	24.5	0.14				24			40		
1			20 (2-41)	25	4.70			3	24			48		
4		<b>F</b>	(01(2-51)	25	34,50		24	J				46	<u> </u>	2.42
	15				2,42				24			49	A	6.95
1	15		10!(2-5!)	25	9.02		8					61	14	1.19
4	13			56	4.93	1 1	16							
<u> </u>			10 9(2-51)		1.3	7			40			60	12	•
4	13		119(8-5-51)		1.13	( 11	2 valdehdr		000000000000000000000000000000000000000					
	18	7	81 (2-41)	\$	8.83		avg. 51					8.14	12	0.09
4	16		111(2-5.58)	27	2,00									
J	. 10		1012-51)		•				TOTAL	51.05 EIL	6			
	10	-	10		0.20	,	(1) 000	then of this	divided high	way in or a	altype (II)	contruction	1	
1	20	3	100(2-50)	3	2.03		(2) *	0 0			(11)			

Form SM-8 (1938)

# UNITED STATES DERARTMENT OF AGRICUTURE BUREAU OF PUBLIC ROADS

DUPLICA

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF

Thout 2 of 5

		DUAL-TY	PE ROADS						Div	IDED HIGHW	AYS			
	Road types	and widths					Types	and widths	of divided road	ways				
First	type	Secon	d type	Total width in	Length in miles	First r	oadway	Second	roadway	Third 1	oadway	Total surfaced width in	Average width of dividing	Length in miles
Type	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	.15		151(0-7.5)	30	0.90					**************************************				
		E	101(2-51)	98	2.16			4						
		4	1,001)	98	5.39									
,		9	1212-61)	30	0.72									
	1.5	4	(61(2-11)		0.97									
J	23)	#	101(2-51)	90	1.10	0.0=00000000000000000000000000000000000					-			
4	16	7	161(2-61)	32	2,33						-		-	
3	84	3	31(2-11)	92	1,54								-	
J	22	8	101(2-51)	32	9.30									
	22	ş	101	93	9.54									
1	3	N	101(0-51)	99	0.10							_		
J	14		50 1 (0-101)	<b>3</b>	2.06	±=====================================								
J	14		201(2-101	36	1.65									
Ý	15		19(2-9-51)	24	0.32	v						-		
À	16		101(3-9)	34	9,39									
¥	15	E	201(2-101	95	1.17									
<u>. ¥</u>	15		10 (2-10°	35	0.40									
4	15	r	201(2-101)	35	9-93									
<u> </u>		R	16:(2-01)		J. 35		~							
1	16		201(2-101	10000	2.26		*** = = = = ** = = ** ** = = = ** ** **							
<u>\$</u>	16	30	201(2-101)	C	0.40									
.1	17	4	21(2-11!		0.30			-						
.1		<u>d</u>	301(2-101		6,24									
3				40	0,32			-						
***************************************	15		25'(2-12. 21'(2-12!		0.63 0.62									

U. S. GOVERNMENT PRINTING OFFICE 8-12008

201(2-101)



DUPLICA.

#### EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MAYIND

FOR YEAR ENDED DECEMBER 31, 19.

(Indicate above the subdivision of State highway system (or other system) reported on this form) DIVIDED HIGHWAYS DUAL-TYPE ROADS Types and widths of divided roadways Road types and widths Average width of dividing Total surfaced width in feet Total width in feet First roadway Second roadway Third roadway Length in miles Length in Second type First type miles strips Width in Width in feet Width in feet Type symbol Type symbol Width in feet Type symbol Type symbol Width in Type symbol feet feet (14) (12)(13) (15) (11) (6) (7) (8) (9) (10) (5) (1) (2) 3) 201(2-101 9.37 2012-101) 5.33. 1. 势 m!(2-16!) 0,40 201(2-101) 0.30 20!(2.10!) 0.00 22(2-111) 28!.... 0,19 201(2-151) 0.41 201(-101) 0.17 0.09. 201(-101) 2 var. 41 var. 41 var. 41 var. 541 0,40(1) 0.05(1) 110... MILER: TOTAL 126.25 (1) One lane of this divided highway is of duit type 1) construct

U. S. GOVERNMENT PRINTING OFFICE

TH EXTERNION DESIGNATED STATE HIGH MY SYSTEM

## PROJECT RECORD OF ROAD CONSTRUCTION

MARYLAND

STATE OF

40.

FOR YEAR ENDED DECEMBER 31, 19....

/		(Indicate above the butter)	y system (or other system) reported on this fo				n	D BUILT			
			ROA	D REPLACED		1		DUILT			NET
PROJECT No	0.		Type of road				Type of road				MILES ABAN-
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONED (7-11)
(1) -218-3	(2)	Unice Avo. in Mayre de Grace- Old Brg.Appreach to Steege St.	(4)	(5)	(6) 15	(7)	(8) Mixed bituminous	(9)	(10) <b>68</b>	(11)	(12) }
- 218 - 9	•	thion Aye. to New Phile. Rd.	BitOminous surface treated	f	15	9.50	Mixed bitueinque	G	30	0.50	
- 218 -3		Onto St. in Mayre do Craco Aldino Rd. to New Phila. Rd.	Situminous surface treated		15	0.97	Wixed bituminous	G.	24	0.37)	
- 249		tond Street Belair- Baitr. Fike - Gorden Street	ter Situations passtration 2-3' fortland c.conc.ohdrs.	N	24	0.47	Bituminous penetration	<b>K</b>	40	0.47	
- 260		Rein St. Gelair Gordon St Broadway	Mituminous ponetration	Н	24	0.10	Apiosi to		40	0.10	
1 - 218	•	Thru Havre de Grade te Juequehanna Niver Bridge	New location	•	•	•	2-24 Portiand av cents lanes	J	48	1.68	
1 - 232 PA	1139-1-F	Thru Have do Crace to Susquehanna River Oridge	New location	<u>.</u>	•	•	2-341 Fortland c.conc. lenos	J	48	0.17	
	1139-1-F	Toil-time for Sucyushanes	New location			=	Portland c. cenerate	J	46	0.20	
1 - 232 PM	1199-1-5	Toll Plaza tud. Elicton	New location			**	2.24! Fortland c. com. lanes 30! park area	J	48	0.08	
0 - 120	15-437	In Cambridge paving over Cambridge Or. Bridge	las location			•	Portland s.concrete	J	26	0.06	
0 • 120	m -437	In Cambridge on Maryland va.	Situainous penetration	11	251	0.04	Portland c. concrete	J	24	0.04	-
0 - 120	10 - 437	In Combridge Carlot St., Combridge Gr. Sr. to Muse St.	Br lok	К	30	0.06	Fortland c. concrete	J	24	0.06	
						<i>^a</i>				1016	

DUPLICATE

#### PROJECT RECORD OF ROAD WIDENING

STATE OF MOTION

			ROAD	BEFORE WIDENIA	<b>V</b> G		Widening Ope	RATION				ROAD AFTE	R WIDENING			
Рвојес	T_No.	Location	Type of road				Type of widening laid		Width	Road types	(if single typ	e use only eols	. 11 and 12)	Total	Toroth	NET M ABA DONE
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	Type symbol	Width in feet	Type symbol	Width in fect	width in feet	Length in miles	(7-)
(1)	(2)	lower type, Carroll to	(4)	(5)	(6) 21	(7)	(8) Ofteninses paratesties shire.	(9)	(10)	15 HDT 00	MSI GENED AS	INTO THE INTO .	(14) ATION OF THE CONVENTENCE			(17
								~~~~~								
											, , , , , , , , , , , , , , , , , , ,					
7																
															400W4000r	
																- 11-
													2702 100.			
												-				

U. S. GOVERNMENT PRINTING OFFICE 8 12006

PUBLIC POADS ADMINISTRATION

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF ...

For Year Ended December 31, 19.

(Indicate dove the subdivision of State highway system (or other system) reported on this form) MILEAGE TRANSFERRED TO OTHER SYSTEMS MILEAGE ADDED FROM OTHER SYSTEMS Type of road Type of road Width in feet Length in miles System to which transferred Length in miles Width in Location System from which transferred Location feet Type symbol Description Type symbol Description (12) (10) (11) (9) (7) (8) (5) (6) (3) (2) (1) Processy, End and 4th Sin, in Union Ave. in Heure de Grace ... Bitunioses surface treates BURGOSPAL 0.40 18 E 15 0.05 fortland c. concrete - MONIGINAL thion Ave. to Roy Philes Hd. 0.50 Situainous suringa tractos 15 MENTERNA Ohio M. In Novre da Srava 0.97 dituninous purface trusted 15 THIS INL Maryland Lab. Sanbridge Jorghanton Ave. and Sunburst Av. Dituminous passingtion 0.69 EHREIPAL

URBAN EXTENSIONS DESIGNAL STATE (Indicate above the subdivision of State highway system (or other system) reported on this form)

DUPLICATE

STATE OF METAD

FOR YEAR ENDED DECEMBER 31, 19

HIGHWAY MILEAGE ANALYSIS SCHEDULE

		Constant	ges in Sys	may Omital	THAN								A	CCOUNTING	TABLE OF	CONSTRUCT	ion Chan	GES										
		CHAN	Consti	RUCTION	INAN							Type of road	d replaced o	or abandone	d						Sumi	mary of col	nstruction o	changes		NET TOTAL	Existing	
Type of Road Existing or Built	Existing Mileage at Begin-	Revisions	Mileage	transfers	Net	Built on	A	В	C	D	E	F	G	Н	I	J	K	L	M	1	Mileage buil	ilt during yo	car	_ Mileage	Net mileage	CHANGE IN MILEAGE	MILEAGE AT END OF YEAR (1+26)	TYPE OF (sym
	NING OF YEAR	due to	Additions from		changes		Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	concrete	Portland cement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	types	Reconstruction to same type	Total	of former types re- placed	due	1000	(1+26)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
Labandanad	**	**	**	**	**	**														**	**	**		**	**	**	**	Abandone
A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					. A.
B. Unimproved						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
C. Grade and drained					-	-																						C.
D. Soil-surfaced						-			-																			D.
E. Gravel or stone	G. 90	-			-				-	-	_																C., T	E.
F. Bituminous surface-treated	2.05		9.92		* 0.32				-									-	**********		4			0.92	-0-7	0.00	2.05	F.
G. Mixed bituminous	Ba65				-							0.52									0.72	0.000000000	0.92			20.	3-51	G. H.
I. Bituminous penetration I: Bituminous concrete and sheet as-	15-02	* 0.47	0.09./		0.56					-				0.47					***********		-	0.47	0.47	0.61	aO ₊ 1.4		15.44	I.
phalt	12-30	- 0.11	-		-0.10					-				0.10			2.06				0.10		2.29		20.10	0.45	- 54.	J.
J. Portland cement concrete	53-33	- I.44		0.50	-lall	2.13				-	-			9			SERVE,			2.19	0.10			0.06	22.09		1.72	K.
K. Brick	1.73		-							-										-					au_			L.
L. Block	3,18	*3.92			+2.32		7					4														-2.32	5.50	м.
M. Dual-type Totals	97.90	0.67		0.40		(2.19 /	1					0.52		0.61			0.06			2.19	1,12	9,47	2.70	1,59	*2.19		199.57	

U. S. GOVERNMENT PRINTING OFFICE 8-12005

2.9

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

WEAR EXTENSIONS OF MESIGNATED STATE HIGHAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MILYLAND

FOR YEAR ENDED DECEMBER 31, 1940.

Type of Road	TOTAL EXISTING						ENTER	BELOW THE N	UMBER OF M	ILES OF EACH	TYPE HAVI	ING THE FOLL	owing Width	s IN FEET					
TYPE OF ROAD	MILEAGE	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	-1000000000000000000000000000000000000	(17)	(18)	(19)
A. Primitive										***********								(20)	(20)
3. Unimproved	*************		0 w = = = = = = = = = = = = = = = = = =												**********				
. Graded and drained				~ ~~~~~~~~~~											***		****		
). Soil-surfaced		***************************************														~	~	*******	
Gravel or stone	9.30			0.30		***************************************										•			
Bituminous surface-treated	2.05		0.26	1.95		0.14													
Mixed bituminous	9.57	~	2.04	3.70	0.53	0.30		0.37	0.47	0.57		0.44	0.40	0.60					0.05
I. Bituminous penetration	15.44		0.39	1.94	0.50	7.87	0.60	9.35	0.48					0.85					
Bituminous concrete and sheet asphalt.	11.61		1.26	0.03		2.95	0.17	0.75	0.47	3.90		0.15	0.79	0.04				0.04	0.04
Portland cement concrete.	51-30		15.10	5-29	7.84	9.06	0.23	4.79	9.60	3.01	1.50	6.31	0.90	1.79		2.31	0.04	0.61	
Brick	1.72					0.39			0.37	0.08		0.63	0.05						
. Block				***************************************															
I. Dual-type	5.50				<u> </u>			2.32				0.69		1.40			0.60		0.47
TOTAL	160.57		16.99	13.65	8,27	20.31	1.06	11.78	5.33	6.96	1.90	2.16	2.14	5.56		2,31	0.64	0.65	0.56

U. S. GOVERNMENT PRINTING OFFICE 8-1201;



EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF

FOR YEAR ENDED DECEMBER 31, 19....

(Indicate above the subdivision of State highway system (or other system) reported on this form)

	Indicate above the	DUAL-TYP							Drv	IDED HIGHW	AYS			
	Road types						Types	and widths	of divided road	lways				
First	t type	Second	d type	Total width in	Length in miles	First ro	adway	Second	roadway	Third r	roadway	Total surfaced width in	Average width of dividing	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet	minos	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	
(1)	(2)	3)	<u>(4)</u>	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	15		\$1(2-51)	23	1.05		30	4				.40	-90	0.03
4.	15		94(2~2.51)		0.16	J	33	J	20				30	9,40
	15		21 (20)	24	0.62			0			-		38	1.68
tra	17		a*(a.41)	25	0.39	J	24							0.77
	0		(8.81)		0.19			J				40	30	0.60
	1		181(2-91)	34	0.44		29					50	- 11	0.00
	30		201(0-101)	40	1.04								w=0===================================	
	20	d	GP! (Q-19!)	46	0.14									
			201(2-101)	40	0.10							-		
3			101(2-16-51	53	0.60							-		
	15		67 - 69	62 = 04	0.47									
		-									TOTAL	3.14 111.60		
	yana	5.50 miles									1 1 1 1 1	-		
0		-	-											
							_	-						
								-						
													-	
												~-		

		0												
														
									×				220	

U. S. GOVERNMENT PRINTING OFFICE 8-12008

UNITED STATES DEPARTMENT OF AGRICULTURE PUBLIC ROADS

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 199.

DUPLICATE

PRIMARY STATE HIGHWAY SYSTEM (Indicate above the subdivision of State highway system (or other system) reported on this form)

			Roa	d Replaced				LOAD BUILT	ASSE		
Proj	ECT No.		Type of road		150 450		Type of road	Salfaler	2000		NET MILE ABAN
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	DONE (7-1
(1) N-211-1 N-211-1	(2)	Wedonne ted. Penna. Line	(4) Graded and drained earth Grayel	(5) C	(6) 10	0.6	(8) Screeninge Surface Course	9)	(10) 16 16	(11) 0.6 %	1 22
P-299			Nea Lacotion				Gravel	-		0.3	Y Y
A A-208	266-3	Tolograph Road	Lo Location	•	•		*		20	0-7	3 1
احتفاح	372-	Peters Taburg to	Sreded and drained earth	С	12	1.9				1.2 4	1 1
5/=1	•	W 50 ted. Kolba Corner	6 4	C	10	1.5	•		16	1.5 %	XX
1-16-1	F4U-3701	anner tud. Senevola	B B B	C		0.9	Stone		14	0.9 X	K V
ch- 78-1	F45-353-8	Mt. Piegah ted.Port Tobacco	Gravel	ε	12	/	Grevel		16	1.7 X	xV
Co-102-1	372-	federal sburg to Selasare Line	*	6	12	2.1			16	2.1	X 4
6-130-1		Lock Lynn to Gormania	New Location	-	12	185 /	A" of crushed stone		16		X 1
		Resurve -Valley Lee Rd.	STANK.	2	12	1	Coller compacted		20	1.6 X	VV
c-109		Cheenpeake Beach to North Seach	Bituainous surface treated		16	0.6	1		-	0.6 X	2
		Runtingtown twd.			16	0.5V			20	200	-
C-84-2	•	Prince Frederick Second Ave. in Brocklyn	Nixed bituminous	5	- 10	0.7 V				0.5	4
AA-249X		City Line - Ritchie Hgwy.	New Road	-		•	Milwainous surface treated	- E		0.2	- M
C1-198-1		ted Plessant Valley	Graded and dreined earth	С	8	1.0	eil senent	-	27	1.0 -	X
1-196-2		ted. Penna. Line	0 e e n	<u> </u>	12	1.1	Bituninous surface treated		10	111	X
g. 10		Turners Creek Road	Sail surface	9	. 15	1.5	Rituninous surface treated		15	1.5	X
119		waker Neck Road	Shell	E	12	0.1			15	- 0-1 X	XX
p-348-1	PR1-458	ern we- to Addison Chapel Rd.	Gravel	E	16		R 9		40	0-13	XX
p-348-1	4741-458	Ninneseta Ave. ExtEastern ve. to Addison Chapel Rd.	PP .	E	16	0.2			20	0-12 X	+ 1
K-119	•	waker Neck Road	Si tuninous surfece treated	F	16	2.2		8	15	2.2	XV
0-171-2	•	Coastal Highway - Ocean City-Delaware Line	Hen Rold				land bituniosus read ala		22	7.9	1
¥i-16i-1	12-1	Benticoke to saterview	Unimproved	A	8	0.3	tixed bituainque	9	16	0.3 X	7
c1-197-1	FAU-TA	Day tad. Slivet	Graded and drained earth	c	8	1.3	9 9		16	1.3 1	2
F-309	F11-2938	seedebore to Libertytoen	n n n	c	12	2.7			16	2.7	
c1-157-2		Hampatead tod. Hexico	Stabilized earth	0	16	0.5	Situainous read aix		16	0.5 ×	4
A-243-1		Themselfte-thadyside Road	Gravel	E	16	2.7 /	5" Situainque treated				2 4
171-3	•	to Deale					stone base course		10	207	4
	P29-386-	North East ted. Elk Neck			12	1/	tixed bitueingus		-18	2.2	4 0
,215-3	495	Bean Creek to Dakington	и	E	14	0.9		1		9.9	Se de
(-203-2		Havre de Grace tod-lesley Chapal			10	2.2 /	P	-		1.2	THE
10-180-2		Felton to Highland	*		. 14	2.7		- 0	16	2-7 ×	1
-120-1		Rock Hall-sharp sharf	4.12			-			many many	0.5	

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARKAND

FOR YEAR ENDED DECEMBER 31, 19-33-

ROAD BUILT

PRIMARY STATE HIGHERY	TATEN	Į,
	Indicate above the subdivision of State highway system (or other system) reported on this form)	

			ROAD	REPLACED			No Serve Laurence Control	O DOILL	1		NET
Proj	ECT No.		Type of road				Type of road		-	Tough	Miles Aban-
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	(7-11)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
(1) E-300-2	(2)	Forest Glen Rd. Georgia Ave	Cravel	. /	14	0.6	Wixed-bituminous		20	- 6.6 X	+ /
P-377		Central Ave. Crain Highway		E //	20	2.6	Situainoue Road mix surface		20	2.6 ×	t V
V-311		2:38 miles from Millington	#	€ √/	16	1.1	Mixed bituningus	<u> </u>	16	1.1	× /
G=131=1		to McGinnes	*	E	16	3.2	n n		18	3.2	*
161-1	12_	Nanticoke to daterview	Slag and shell	E /	14	0.8	w w	8	16	0.0 X	X
4-192		Leonardtown twd-St- arys City	Situainoue surface treated	£	18	5-3	90	6	20	5.3 ×	XV
H-77-9			Street in incorporated town		•	•	25' mixed bituminous 2-1' concrete choulders	6	22	0.2 X	r V
y-120-1		Controville tod-Ruthsburg	Bituminque surface treated	F	15-16	1.5	Rixed bitueinous	6	16	1.5	+ /
#1-161-1	FAS-367-A	Nanticoke to Reterview	7 7		14	0.3		0	16	0.3 *	1
	12-4		Nixed bituminoue	9	16	4.9/	Bl tuel noug Road Mix	6	22	4.9 3	*
Ch-190	456A	Hiltop to Doncaster	M & M	G	16	5.0	Situalnove etabilized		24	5.0 ×	1
A=224	#PG5=443	Relocation at Morrisone	New location		-		Situainous penetration	4	16	0.2 X	*/
		ald Hanover Pike to Hanover			-		or too in ord point of a try				1 × 1
9-100	4714-26	plke Reloc. (South Conn.)	R	•		•				0-06	+ W
9-108	MP15-26	Pike relec. (North Conn.)	0	-			. R #				1
E-233-1	SFS3-408	Downeville Pike 	R		•		201 di tyminoue, penetration		16		1
7-9		heaton Rd. to Concord St.	Street In incorporated town	•	•		201 dituninous penetration 2-41 Mixed bits shoulders 2-11 P.C. concrete		30	0.05	XV
A8-1	IF=0-385-8	Foxville Black-Rock-Read - Henchester	Unimproved	3	8	0.2	Bituminous penetration		16		X
C1-219		Linebaro Rd. Penna. Line	W		10	0.6			16	- 0.6 X	X
F-268-1	PR0-300-8		Graded and drained earth	e	12	0.3	*				1 ×
61-219			R # 17 H	c	20	1.0	* *		16	×	7 V
H-206		Madanne ted. Rutledge	W W W W	C /	14	2.5	W W	H	16	2.5 X	XV
F-268-1	-350-0	to fexville	Gravel	εV	12	1.2	0 0		16	1.2	
A-205-1		Yale Sunnit ted. Hidland	Bituminous surface treated	F	17	1.0	N N		16		1
H-301-1		Martine Gate to New Cut Read	Mixed bituminage	G	15	0.4			16	-0.4	1 4
8-422K		Eastern Ave. trg. dilsen Pt.	Bituminous penetration	H	18	0.6	181 bituminous road mix 2-21 p.c. concrete shoulders		22	-0.6	X
8-4221		0 0 0		*	18	0.4	181 bitualnous road aix 1-18" conc. curb and guiter		21	- Bad	X
71-4		bet-funketown and Boonever	2_31 concrete chauldere	H	20	8.2	Bituminous penetration	M	22	0.2 ×	7
	233-A	Bridge relocation at North-	-164-bitominous concrete	10	20	0.05	0		29-22	0.05	1 X
385-1	-,,,,,	Branch Petapace Alver	2-21 concrete shoulders							1 7 9	1
										3911	
		4221 4.60									
		7.60		1000							

U. S. GOVERNMENT PRINTING OFFICE 8-12009

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF MARYLAND

(Indicate above the subdivision of State highway system (or other system) reported on this form)

FOR YEAR ENDED DECEMBER 31, 1932.

Door	ест No.	THE PROPERTY OF THE PARTY OF TH	Roa	D REPLACED				AD BUILT			NET
FROJI	ECT NO.		Type of road				Type of road		Width	I am with	MILE
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	Length in miles	DONE (7-1
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1-316	•	Hageretown to Funkatown	15' Situminous penetration 2-3' concrete shoulders	H	21	0.60	Aneieite	1	21	0.60	V 1
B-422X	•	Eastern Ave. tud. Milson Pt.	Situainoue penetration	N	18	0.20	Bituminous road mix	1	18	0.20 +	X
F-339	•	Suckeyetoen Pike ted. Frederick Junction	14' Situainous penetration 2-3' concrete shoulders	N	20	0.5	Anelsite	1	20	0.5 ×	7 '
338		Urbana tes. Wentgemery County	Portland Coment Concrete	10	21	1.1	Aseisite		21	1.1 ×	1 1
1-212		Thru Mt. Airy		16	21-30	0.5	Ameisite		21-39	0.5 X	7-1
-316	•	Thru funkstoon		1	22	0.5	Ameieite		32	0.5 %	
-108	#P13-26	Butler Ad. to Restainster Fike	0 0 n	10	16	0.5	374 Ameiaite 2-184 conc.curb and gutter	1	40	0.5 ×	1
A-213	167-4	Jones to Severn Hiver Br. (Divided Highery)	New location		- 11	•	Portland Cement Concrete	J	1-201 1-221 lane	4.8 X	X
1-199-2	•	Tour at Slenburnie	* 4	•	-	•	N - N - N - N - N - N - N - N - N - N -	J	44	0.1 4	X
M-200-2	UP-15-434-3	Odenton Grade Elimination Millereville tud. Odenton			•	•	R COM R		22	1.7 X	7
		Odenton Grade Elimination Billereville tod-Odenton			•	-	g 9	J	30	0.3 %	1
A=200=2	#P.5-434-8	Telegraph Road		-	•	•	n n	J	22	0.5 - X	X
A-208	26-9	Edmondoon Ve., Extended				•	9 9		24	1.06 X	7
1-345-1	194-435	(Eastbound Lane) Edmondeon Lve-, Estended				-	n n	. /	48	9.5. X	X
ا-25رم	P#1-435	(divided Highway	W N				a W	.1	24	1.52 /	* v
157	PM-335	(Eastbound Lane)	R 2				n n n		48	0.48 X	
.157	PRA-335	(Divided Highway)	W 0	•				3	50	0.06 4	JV
-341	•=	Edmondson ve- Extended	# 0	•	•	•		J			
10-163	PHA - 335	Patapace Rr. to Pine Orch.	9	•	•		281 P.C. Concrete	J	24	3.4 1	7
-299	#PGD-392-3	Stade Elimination New Numpehire ave. 7.C. Line		•	•		2-21' cond. curb and gutter	J	32	0.3 X	1
-281-1	W-344 M.650		9 st - 18 st HWW	•	-		Portland Cement Concrete	J	20	0.79 ×	1
-85-1	98-A	Hopewell-Grisfield	*	•			7 T T T T T T T T T T T T T T T T T T T	J	22	2.0 🗶	1
-193	45349	approach and Paving Hancock Br-	7	•	•	-	N N N	J	24	0.7 7	1
-193	453-8	to Hancock Bridge	u •	-	-	-	8 9 0	J	22	3.14 X	
-193	453-8	te Hancock Bridge	0 #	•	•	•	n n	J	24	0.06 X	1
-193		Wigh tand Parsonage Tey rom U-522 to U 40 Eest pproad	h) Town Street	•	•	•		J	40	0.21 /	*
-193	453-8	High ht. from paryonage willy to Methodist Church Alley		•	-	-	9 9 9	J	20	0.07	+
-184	•	Nulocation at Licking Creek	New location	•	•	•	W W D	J	22 - 26	0.5 X	7 1
A166-1	-	Luke to Mesternport	n W	•	-	•	n n	J	20	0.62	Y
										- annual gland	
								S SPAN		25,91	

PROJECT RECORD OF ROAD CONSTRUCTION

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF

For Year Ended December 31, 19 29

	NT-		ROAD	REPLACED						AD BUILT			NET
Proje	ст No.		Type of road					T	ype of road	1	Width	Length	MILES ABAN-
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles		Descrip	otion	Type symbol	in feet	in miles	(7-11
(1)	(2)	selimbury south limite to	(4)	(5)	(6)	(7)	Oz. Wali	(8)		(9)	(10)	(11)	(12)
*1-99-1	18->0 A	Je4. 014 U1 13	Hew location			40	Portiend	d Coment	Controle	J	22	3.3 X	-±K-
3-108-2	SP 3 - 26	Glen Morrie Grade Elimim tian	, W			400		*	1	<u>J</u>	20	1.4 ×	1
Ch-186-1	423-0	Reyenteen to St. Marye Co.Line	n w						•	J	22		7
195-1	223-8	Approach in Carrell Co. to morth Branch Sr.				•	*			J	22	1.2 ×	1
215-1	•	Middletown to Jefferson	Graded and dreined earth	c	10	1.2		*	5	J	16	1.2 🔨	X
u-286-1	435	viere Will Road Rockville	n n n	C	16	1.9	*	9	*	J	22	1.9 X	K
@ i=182=1	FAS-50-A	Salisbury Wardela Road to Hebron	N N N	C	16	0.6		*4		J	20	0.6 X	Y-V
P-296-2		Branch Avenue Extended	Stabilized earth		20	0.6		n	₩	J	22	0.6 ×	t /
8=113	•	end Chance	shell	ε	16	0.5 /	•	9	•	J	16	0.5 ⊀	XV
41-182-1	F-50-4	Salisbury Mardela Roll to	Bituminous gurface trated	F	12	0.9		200		J	50	0.9 1	+ ~
Ce-163-1	#PG9-433 A	singerly Grade Etimination	Mined bituninovs	6	18	0.6			W	J	22	0.4 %	4
		Dryuntoen to St. Harrye Co-Line		6	16-18	2.5			R	3	22	2.5 <	X
ch-196-1	423-C			G	16-18	3.1	99	ly .		3	22	9.1 ×	K
ch-173	423-3	Bryantown two Haldorf Approach to Helteville			18	0.2					20	0.2 X	7
P-299	1PM-392-9	Grade Elimination	15° niave bi tuniasus	6	21	0.9		•	n	1	22	0.9 4	X V
-217	192-0	Relocation et Evitts Creek Loch Raven Sivd. Hillen Rd.	2-31 concrete shoulders 167 mixed bitualnous			0.5	*		•		30	0.5 · X	4
)28-1	•	to Teylor Ave-	2-31 concrete shoulders 161 bituminous penetration	2	22						20	0.2 6	1
J-208	MIRS-197-A	Through thedy Bover	2-31 concrete shoulders	M	22	0.2	***************************************		TI		29	0.4	
E-208	₩-197-A	Through to Paule Church Huyetts Crussroads ted.	2-31 concrete shouldere		22	0.4			W		20	1.1 X	1
E-172-1	MRH-171-A	Nagerstown Bridge relocation at North	2-31 concrete shoulders	N	22	1.1	W						- X
8-385-1	233-A	Branch Patapeco River	2_21 concrete shouldere	1 10	20	0.08	- 1	W	**	3	22	0.08 ×	
9-,23-3	UF08-398 B	Elnane Grade Elimination	Portland Coment Concrete	J	40	0.5					20	0.1	
8-431-X		Reisterstoon Ad-to Mt. ilsen	# ·# · #	J	14	0.10	-	×		J			1
ce-163-1	HFG 1-433-8	end epproachee	n n n	J	15	0.2	-	19	4	J	24	3.4 7	- 2
Ce-186	429	U 213- Delaware Line	New location	-		•			2	J	2-221 lenes	1.6 >	1 2
H=210	EP\$9-394A	wood and approachee	Portland Cement Concrete	J	16-18	0.4		H		J	30	0.4 *	Y
4-200-2	E#H-20	Approach to Shepherdetoen Sr.	TO THE PARTY OF	J	15	0.3	*	9	N	J	20	0.5 x	
·193	453-3	to Hancock Oridge	e e e	J	15	0.4	W			J	22	0.4 1	
168-3		miles ted. 40	* **	J	15	1.2	*	9	n erent arresport alkal	J	22	1.2 X	
H-245-1	40	grackevitie Houst - woodsine to to Eact- eet House.	Rixed bituminous	G	16	0.3	2-11	conc. cu	-3:31 to meno sho orb and sutter		40	0.3	V
						3 3 4 4 5			Jan Jak	1 23 -34	7000	27.9	g

U. S. GOVERNMENT PRINTING OFFICE 8-12009

PROJECT RECORD OF ROAD CONSTRUCTION

PRIMARY ST TE HIGHLY SY TEN

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19.32

Рвол	ECT No.			AD REPLACED					R	OAD BUILT			
		Location	Type of road					Т	ype of road				NET MILES
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles		Descrip	otion	Type symbol	Width in feet	Length in miles	ABAN- DONEI (7-1)
(1) 2-77	(2) NRM-340-A	Thru Kensington - Samington St Calvert Pl.	(4) Portland Cement Concrete	(5)	(6)	(7)	151 And	(8)	Idea	(9)	(10)	(11)	(12)
11-77	11	Thru Kensington - Calvert	1 - n - n	J 5	15	0.08			Concrete		21		X
u-77	N	Pi. to Seltimore Ave. Lincoln Ave. thre Kensington Salto. AveGrade Elim.	New location	•	- 2		-	n coment	*		30	0.08 ×	4 1
4-77	Ħ	Grade Elim.			•	•		*	*		30	0.91 ×	X
-77	M	-Kennington-Grade Elimination ted. Beaton		•				19	A		20	0.67 X	
11-77	W	Lincoln Ave-	Toon street	•		•		9			36	0.16 X	1
11-77	*	Connecticut Avec Lincoln Avec	Portland Cement Concrete	J ~	15	0.08		•	9		30	0.08 ×	+ /
u-77	77	Betrick Ave.	Situainous penetration	N	16	0.15	•				22	0.15	1 /
					000-0-0-0-0							1-1	
	-									-			
		E S A SHOW AND STREET											
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PROJECT RECORD OF ROAD WIDENING

PRIMARY STATE HIGHMAY SYSTEM

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 1939....

Procession Pro				ROAD BER	FORE WIDENIA	T G		Widening Ope	RATION				ROAD AFTE	R WIDENING			
Description	ROJECT No.		LOCATION	Type of road				Type of widening laid		M. 141	Road types	(if single type	e use only eols	s. 11 and 12)		Longth	NET M ABAN DONE
Color Colo	F	Federal		Description	Type/ symbol			Description	Type symbol		Type symbol		Type symbol				(7-1
- 1932 - Dura Antonia 213 Cesab. F			(3) Stavenaville todoKent Marrows	Mixed Situainous	(5)	(6) 15	0.2	on each side	(9)	2-3-50	(11)	(12)	(13)	(14)	(15)	(16)	(17)
- 139 2 - Deales Milliobers Michael Reguly Perfited Genom Concrete d 15, incl. 15 15 15 15 15 15 15 15		•	Denton to Hill Creek	M M	G	15	5.1	on each elde	0	2 -3.51	8	15	0	7	22	5-1	
1932		•	Thru Kent Narrowe	Situainous Pen-	H	16	1.8	eech eide	D	2 - 31		16	0	6	22	1.8	
1922	X.	•	Denton Hillsbore Rd. to Ridgely	Portland Coment Concrete	J	15	1.4	each side	ь	2 - 3-51	4	15	2	7	22	1.4	
- 190 2 - Stewmertlite Maintenance " " " " " " " 15 2.7 ment aight Solid manufacture " " " " 1 15 2.7 ment applit shoulder on 0 2352. " 15 0 7 22 3-5 0.6 ment applit shoulder on 0 2352. " 15 0 7 22 3-7 0.6 ment aight 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			Matapeake-Stevenaville	er th to	J	16	3.1	each eide	0	2 - 30		16	0	6	22	3.1	
190			Stevensville ted.Kent Marrowe	и и	J	15	2.9	each el de	9	2 - 3-51		15	9	1	22	2.9	
- 130 X - Real Marrows tode (unanatema) " " " J 15 3-7 cent mide to a control of the late		•	Stevensviile to Kent Harrows	N N N	J	15	0.2	esch aide	O	2 - 3-51	J	15	0	7	22	0.2	
Task		•	Kent Marrows tod- usenstown	W W W	J	15	3.7	each side	0	2 - 3-51		15	0	7	22	3-7	
take blaints - sys lift in to Millisbure st n n d 16 7.6 each side n 1926 - Millisbure-Chaptann n. n d 15 2-2 each side n 1926 - Millisbure-Chaptann n. n d 15 2-2 each side n n n d 15 2-3 each side n n n d 15 2-3 each side n n n d 15 2-2 each side n n n d 15 2-2 each side each side n n n d 15 2-2 each side each side n n n d 15 2-2 each side n each side e			Near queenstown to Bye Mills	ų n	J	16	5.9	one side	9	1-31		16	2	3	19	5.9	
1	int.	•	aye Mills to Hillsbore	g 11 f	4	16	7.6	each side		2 - 30		16	0	6	22	7.6	
-373 X - Defence Mayy-Folia Core	*	•	Hilloboro-Choptank R.	pr to to	J	15	5-9	eech side	9	2 - 3-51		15	0	7	22	5.9	
-373 X - Osfense Nguy-Teils Core		•	Defense HgwySella Cor.	n n	J	15	4.9	on each eide	9	2 - 40		15	0		23	4.9	
- 388 x			Defense HgwyWells Cor.		J	18	6.4	on each elde	0	2 - 31	4	18	9	6	24	6.4	
- 422 X - Leared to Managemery Co. Line			Upper Heribare - 7.8.	n n	J	15	4.0	each eide	0	2 - 41	J	15	0		73	4.0	
- 385 x - Defense Hany-Barryn		•	Laurel to Montgomery Co. Line	W W W		15	2.75	eech side	0	2 - 49	4	15	0		23		
tate Nation — Content to Pocomake River Bridge N N N N N N N N N			Defence Hgay & Beraya	n n n		15	4.4	eech side	0	2 - 41	4	15	0	8	23		
## ## ## ## ## ## ## ## ## ## ## ## ##	into	•	Coston to Pocosoke River Bridge	W W	J	15	0.7	shidr- on each side	F	2 - 31	4	15			21		
1			Mt. Holly - Airey	n n n	J	2	2.8	shidre on each side	- F	2 - 31	4	2	E	6	15		
# n = Mt. Reinier to Ager Road n n J 15 0.9 30 30 30 30 30 30 30 3		•	Tempkineville - Rock Point		J	10	4.6	ehldre on each side	f	2 - 41			E	8		100	
# # -		•	Mt. Reinier to Ager Road	n n n	J		OF REAL PROPERTY.	phidre on each side	F					15			
- 136-9		• 1 4		1.	J	16		5 mixed bituminoue choulder	F	100000000000000000000000000000000000000							
- 419 X - B Harferd Rd Baynesville Amiesite 14t conc. shdrs - 1 20 2.2 on each side 10t bituninous pen. shoulder on one side 1 40 0.5 on one side 1 - 10t M 50 0.5 PA - B Harferd Rd Baynesville Amiesite 1 40 0.5 on each side 1 - 10t M 50 0.5 Refeteratewn Rd. Headley Ave Amiesite 1 40 0.5 on one side 1 - 10t M 50 0.5 Recker Ave Joppe Rd. Amiesite 1 40 1.0 on each side 1 0 0.5 PA - D Jopps Rd Kingsville Amiesite 1 30 1.8 on each side M 2 - 8t M 46 1.8	-3	•		n n n 2-30	J	20	3-3	5º bituainous pen- shoulder	6		J		8			1 34 1 70	
-425 X	X	- B	Harford Rd Baynesville		1	20	-	10° bituminous pen- shoulder	A		1		W	10			
PA Jopps Rd Kingsville Amiesite I 30 1.8 - Stuntage pen. shoulder H 2 - 84 M 46.		- B	Hanneh More	Asiesite		40		8 bituminous pen- shoulder	H			50					
A Jopps RG Kingsville Amiesive pen. shoulder		- 3	Necker Ave Joppe Rd.		-			on each eide	И		. /	56					
the ne Ed. a Minney it is a language of the second to the								- 30 bituatagus pena shoulder	N								
Jappe Ad- tode Little Jappe Ad- tode Little Amiesite 1 30 3.6 on each side H 2 - 8° M 46 3.6		-	Jospe Rd Kingeville 	Anicolte		35	0.1	80 bituminuus pen. shaulder								-	

PROJECT RECORD OF ROAD WIDENING

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

For Year Ended December 31, 19.

					ROAD BE	FORE WIDENIN	TG.		WIDENING OPE	RATION				ROAD AFTE	R WIDENING			
Projec	CT No.	LOCATION		Ту	pe of road		Width	Length	Type of widening laid		Width	Road types (if single type	e use only eols	. 11 and 12)	Total	Length	NET MIT ABANDONEI
State	Federal			Descript	ion	Type symbol	in feet	in miles	Description	Type symbol	in feet	Type symbol	Width in feet	Type symbol	Width in feet	width in feet	in miles	(7-16
(1) 8- 419x	(2)	(3) Carney - Seisir Rd.	Pertiana	(4)	cencrete	(5)	(6) 15	(7) 2•4	5º bituainous (8)n. shoulder on each side	(9) N	(10)	(11) J	(12) 15	(13) N	(14)	(15) 25	(16) 2•4	(17)
8- 431X	•	Relateratown Rd. ted.Ht.Filson	#			J	14	1.0	on each side	H	2 - 21	J	14	N	4	18	1.0	
- 215	•	New Windsor to Westelnster	W	9	W	J	15	6.5	on each eide	R	2 - 31	J	15	И	6	21	6.5	
- 211	•	Tayloreville - Mt. Aley	ii .	œ.	W	J	15	2.3	on each side	Hele	2 - 2.51	J	15	H	5	20	2.3	
co - 213x	•	Olue Sall - fair Hill			7	J	15	4.9	on each side	N	2 - 51	J	15	N	10	25	4.9	
H - 238K	•	Bilgons Corner to Bush Corner	79			J	15	1.3	on each side	N	2 - 2.51	J	15	N	5	20	1.3	
H - 227X		Champuille to Merriaville			•	J	15	3-7	2:91 bitomingus pens shoulder on each side	И	2 - 2.51	J	15	N	5	20	3-7	
State Haint	•	Willington - Chrotorville Crompton Rd.				J	9	0.9	6.5° bituninus pens shoulder on one side	N	1 - 6.51	J	,	Н	6.5	15.5	0.9	
9 9	•	Crumpton Rd.			W	J	10	0.9	on one side	н,	1 - 6.51	J	10	H	6.5	16.5	0.9	
	•	queen Anno-Starr Rd. to Ruthsbur	0 *	99		J	9	5-1	on each side 3º bituminous pens shoulder	N	2 - 31	J	9	H	6	15	5.1	
n N		Millington - Crumpton	9	W	9	J	9	1.2	on each side 31 bituminous pens shoulder	Н	2 - 31	J	9	H	6	15	1.2	
N. W	•	Hempstead to Baltimore Co.Line			*	J	15	1.8	on oach side	H	2 - 31	J	15	И	6	21	1.0	
n #		Saltimore Co-Line to Madonna	W		W	J	16	5.1	3º bituainous pens shoulder	н	2 - 31		16		6	22	5.1	
	•	Defense Hgsy Landever				J	15	1.5	3.54 bituminnus pens shoulder on each a lde	H	2 - 3.51	3	15	H	7	22	1.5	
N		Suckeystown to Licksville	*	-		1	15	4.3	2º bituningun pen. shoulder	N	2 - 21		15	H	4	19	4.3	
-904x	•	St.Paul Church to Penns. Line		100		1	14	1.0	2.51 bitusinous pens shoulder on each eide	И	2 - 2.51	J	14	И	5	19	1.0	
BPA	. 6	Joppa Rd. tod. Kingsville				J	30	0.9	on each side	N	2 - 81	* 1	1 46			46	0.9	
8PA	. 4	Juppa Rd. twd. Little Gun-				1	30	0.5	on each side	И	2 - 81	1 15	V 46			46	0.5	
State Haint.		College Ave. Bashington Sivd.			*	J	16	0.4	on each side	И	2 - 101	10	. 36			96	0.4	
P - 349	• 2/4	River Rd. D.C.Line - Suitiand				J	15	0.1	9.5° bituninous pen. shoutder	N	1 - 9.51		24.5			24.5	0.1	
p - 349	- RA	giver Id. D.C. Ling - Suitiand Gaynn Jak Avenue City Line	121-16	t bi-tumin	Sup add.	1	15	0.3	9-5° bituminous pens shoulder 201 Bituminous pens	N	2 - 9.51	11/	34			34	0.3	
8 - 354-1	- 3	to Devons Falls	1 ver	isbie wid	th shoulder	И	20	0.3	(2nd lane of divided hgay) 22! bituminous pen-	N	1 - 201	H	40			40	0.3	
8 - 421	. 6	Smynn Cak Ave. Gaynne Falls Locust Path	I var	iable sid	th shoulder	N	10	0.2	(2nd lane of divided hgry.) Portland Coment Concrete	H	i- 221	N/	40			40	0.2	
AA-211-2	446-8	(East Lane)	Portland	d Cement (Concrete	4	20	6.8	(2nd Lane of divided hgwy.)	J	1 - 221	1	42			42	6.8	
Ce-186	429 60	Philip Rd. Reforation	n	•	R	J	20	0.8	Portland Coment Concrete (2nd lane of divided hgsy.)	J	1 - 22*	J	42			42	0.8	

100000000000000000000000000000000000000										The second of							200	
						T 800 1												

U. S. GOVERNMENT PRINTING OFFICE 8 12006

RECORD OF ROAD MILEAGE TRANSFERRED

WASAN EXTENSIONS ON DESIGNATED STATE MICHEAY SYSTEM

STATE OF ------

			SFERRED TO OTHER SYSTEMS			1800000			ED FROM OTHER SYSTEMS	WILEAGE ADD	
Length in miles	Width in feet		Type of road	Location	System to which transferred	Length in	Width in		Type of road	Location	stem from which transferred
R. D.		Type symbol	Description			miles		Type symbol	Description		transferred —
(12)	(11)	(10)	(9) 15* Situainous penetration 2-3* P. C. Conc. shoulders 15* Situainous penetration 2-3* P. C. Conc. shoulders	(8) Cumberland to Naves Farm	(7)	(6) X	(5)	(4)	(3)	(2) Federal sburg to Delaware	(1) waty
+.00	21		15º Bituminous penetration	Oldtorn Rd in Cueberland	<u> </u>						
0.65	51-		Bituminous penetration	National Pike in Hagerstown	* VV						
0.70	15			National-fike-in-Hagerstown							
0.45	33		Ame i si te								
437											
									1/2		
											9 0 m m 0 m 0 m 0 m 0 m 0 m 0 m 0 m 0 m
-							~==~===				
											/
		-									·
		1									~~~~~~~~~~~
	1/2-1/5				To la suite de						
Aurile .								***			

FEDERAL WORKS AGENCY
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DUPLICATE

PRIMARY STATE MIGHTAY SYSTEM (RURAL)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF MARTLANS

FOR YEAR ENDED DECEMBER 31, 1992

		CHAN	IGES IN SY	STEM OTHE	r Than			1					A	CCOUNTING	TABLE OF	Construct	ION CHANG	GES		7								
	Existing		CONSI	RUCTION								Type of roac	d replaced	or abandon	ed						Sum	mary of con	struction o	changes		NET	Existing	
TYPE OF ROAD EXISTING OR BUILT	MILEAGE AT BEGIN- NING OF YEAR	Revisions due to	Mileage	transfers	Net changes	Built on new loca-		В	C	D	E	F	G	Н	I Bitu-	J	K	L	M	1	Mileage buil	lt during ye	ar		Net	TOTAL CHANGE IN MILEAGE	MILEAGE AT END OF YEAR	TYPE OF R (symbol
		resurvey or former error (+ or -)	Additions from other systems	do other	other than construction (2+3-4)		Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	minous concrete and sheet asphalt	Portland cement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	Milcage of former types re- placed	change	(5+25)	(1+26)	
	. (1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	- (25)	(26)	(27)	
Road abandoned	**	**	**	**	**	**												35 38		**	**	**		**	**	**	**	
A. Primitive			42.75			**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**		-			Abandoned.
B. Unimproved					+_1	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**		/			A.
C. Grade and drained.			10		- 18																			12.	- 11			B.
D. Soil-surfaced	30	n15.	3	3	- 15						2/	/												18	- 18			C.
E. Gravel or stone		- 10		2	+ 5	2			•/		6/		/								2		2	- 3	- 1		24:	D.
F. Bituminous surface-treated	1165	- 584	9		-576				2:/	/21/		/01/						*************		6	2		14	29	- 15 V	13	42	E.
. Mixed bituminous		* 580	4	2	1582					/	20	•/								2	2	2	6	12	- 6	- 582	- 583 /	- F.
I. Bituminous penetration	835	. 7			. 7				•	,			1		/					12	27	19	- 49	20	2.23	+ 611	619	- G.
I. Bituminous concrete and sheet asphalt	278	. 6			. 6					/				1.1						6	3		10	4	* 6 1/-	الإلم	848	- H.
J. Portland cement concretc		33			× 33	30				. /			8/			3					4		4	7	3	·3	281	- I.
S. Brick									`					21/		3				34	2	3	49	9	. 40	27	1659	- J.
. Block			THE T																									K.
i. Dual-type												•												-				L.
Totals.						(3					- 10-		- 10		-10	- 9,	94	M.
	4053	9	52			A84 5	<u> </u>		6 1	3	29	u s kovrovuru	20	ICE 8-12005	7	5.60			I	60	- 62	- 33	144	103	41	97	4090	TOTALS.

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF MARYLAND

For Year Ended December 31, 1939

		RURAL ROADS	UNDER STATE	Control		URBAN EXT	ENSIONS OF STATE SYSTEM	e Highway	Total Desig-	Total Road
TYPE OF ROAD	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total	NATED STATE HIGHWAY SYSTEM	AND STREETS REPORTED (5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Primitive										
Unimproved										
C. Graded and drained					24				24	24
D. Soil-surfaced	24			·					42	42
E. Gravel or stone	42			-	42				584	504
F. Bituminous surface-treated	583.				583			10	623	629
G. Mixed bituminous	619				619	. 10			864	889
H. Bituminous penetration	848				848	16	25	41		
I. Bituminous concrete and sheet asphalt.	981				281	12	61	73	293	354
J. Portland cement concrete	1600				1659	54	2	56	1713	1715
K. Brick	S LESS SEE		经过过产			2	6	8	2	
. Block	100.000.000						l l	1		
Dual-type					34	2	4	6	36	40
Total	4000	Sage	lione	1/	4090	97	39	196	4187	4286

U. S. GOVERNMENT PRINTING OFFICE 8-12011

If in 16 of the 23 counties in the state of Maryland, as of December 31, 1939, the state floads Counterion has supervision of the county or local roads. In general, the administration of these reads is the joint responsibility of the state floads Counterion and the respective Boards of County Countsioners.

Form SM-6 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

(DUPLICATE)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19.22

	C	N RURAL RO	ADS UNDER	STATE CONTRO	L	On Urb		NS OF STATE I	Highway	Total Mileage	BY STAT	LEAGE BUILT PE HIGHWAY MENT (SPEC-	
Type of Road Built	Primary	Secondary	State-aid	County or local roads	Total	On desig- nated State		ting streets designated	Total	Built on Desig- NATED STATE HIGHWAY			TOTAL REPORTED
	State high- way system	State high- way system	system	under State eontrol	iouai	highway system	By State highway department	By city authorities	10021	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													2.4
D. Soil-surfaced	2.4				2.4								
E. Gravel or stone	13.7				13.7								13.7
F. Bituminous surface-treated	6.95				6.35							-	6.35
G. Mixed bituminous	49.4				49.4								49.4
H. Bituminous penetration	9.41				9.41	0.2			0.2				9.61
I. Bituminous concrete and sheet asphalt	3-5				3.5	0.7			0.7				4.20
J. Portland cement concrete	49.98				49.38	1.11			1.11		•		50.49
K. Brick													
L. Block													
M. Dual-type	11.8				11.8					4			11.0
Total.	145.94				145.94	2.01			2.01				147.95

u s. GOVERNMENT PRINTING OFFICE 8-12012

Form SM-6 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

(DUPLICATE)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19-39-

	O	N RURAL RO	ADS UNDER	STATE CONTRO)L	On Urb	AN EXTENSION Sys	NS OF STATE I	Highway	TOTAL MILEAGE	BY STAT	EAGE BUILT E HIGHWAY ENT (SPEC-	
TYPE OF ROAD BUILT	Primary	Secondary	State-aid	County or local roads	Total	On designated State	On connect not on system	ting streets designated	T-1-1	BUILT ON DESIG- NATED STATE HIGHWAY			TOTAL REPORTED
	State high- way system	State high- way system	system	under State eontrol	Total	highway system	By State highway department	By city authorities	Total	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained										-			
D. Soil-surfaced	2				2					2			2
E. Gravel or stone	14				14				·	14			14
F. Bituminous surface-treated	6				6					6			6
G. Mixed bituminous	49				49					42			49
H. Bituminous penetration I. Bituminous concrete and sheet asphalt					10					10			10
J. Portland cement concrete	NO SECUL				42			,		50			50
K. Brick	No. of Contract of												
L. Block													
M. Dual-type	10		e'		10		Not	Hot		11			11
TOTAL.	144				144	2	-Available	-Available -	2	146	None	None	146

U S. GOVERNMENT PRINTING OFFICE 8-12012

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(Indicate above the salary supplied and the state of other system) reported on this form)

	TOTAL						ENTER I	BELOW THE N	UMBER OF MI	LES OF EACH	TYPE HAVI	NG THE FOLLO	WING WIDTH	s in Feet	L
Type of Road	EXISTING MILEAGE	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	-
A. Primitive	· · · · · · · · · · · · · · · · · · ·										~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				
3. Unimproved															-
C. Graded and drained									***********						-
O. Soil-surfaced	24			20						4					-
E. Gravel or stone	42		2	33											
F. Bituminous surface-treated	583	_,	20	539	21	2									-
G. Mixed bituminous	619	4	246	208	36	27	18								-
	848		114	226	43	379	43	37	1	1		2			
H. Bituminous penetration	201		14	29	33	133	20	17		16	1	3		13	1.
6. Bituminous concrete and sheet asphalt.	1659	20	593	472	157	173	60	37	5	9				55	-
								1 3 3	5.00						
K. Brick															
L. Block								w		1			4	10	
M. Dual-type	34	96	990	1607	290	718	141	91	7	32	1	6	5	87	1

u. s. GOVERNMENT PRINTING OFFICE 8-12013

Form SM-8 (1938)

UNITED STATES DERARING RUPS SAGE ULTURE PUBLIC RESERVED ROMANISTRATION

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19...39

(L	ndicate above the	Subdivision of Sta	tate highway system	(or other system	m) reported on this	(form)								
		DUAL-TY	TPE ROADS						Div	VIDED HIGHWA	Ys	A TABLE		
	Road types a	and widths					Types	and widths	of divided road	lways				
First	type	Secon	nd type	Total width in	Length in miles	First	troadway	Second	l roadway	Third ro	oadway	Total surfaced width in	Average width of dividing	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	20	J	20 (2-10)	40	7	J	20	J	20			40	6 to 50	17
	22	J	22(2-111)	44	1	J	20	J	22			42	50	
N	15		25(2-12-5)	46		(4	16							
	20	3	20(2-101)	40			2 var-shidr- avg- 241	J	40			80	18	- (
	20	4	20(2-101)	40	2	J	16 - 24	1-J-K	20-21			Avg -		4
	16	1	20(2-101)	36	3		29	1	32			61	14	1
	40	N	16(2-81)	56		J	24	J	24			48	36	
	30	H	16(2-81)	46	2	J	20	J	20			40	30	12
4	30	N	16(2-81)	46		J	20	J	20			40	30	12
	30	N	16(2-81)	, 46	4	J	20	J	20	1		40	30	3
	17		22(2-11)	39	1	J	20	J	22	Will be		42	45	
	40	H	10	50		J	22	J	22			44	40	1
-	22	J	10	32	1	J	24	J	24			48	36	
	20	J	20 (2-101)	40	5	-								
1	20	J	20(2-101)	40	2									
N	14	J	16(2-81)	30	1				TOTAL	53 Hiles				
	-					-								
	-													
		TOTAL	34 Wiles"			(1)	ONE LANE OF	THIS DIVID	ES YAMHOIN CO	OF BUAL TYP	E (M) CONS	TRUCTION		
								To the						
		A ROLL SERVICE												
	-													
					~~~				E WES					
-	-													
An														
			A											11 /

U. S. GOVERNMENT PRINTING OFFICE 8-12008

Form SM-7 (1938)

### UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

## EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 132

icate above the subtry state of state nighting 4 stem (to other system) reported on this form)

	TOTAL						ENTER I	BELOW THE N	UMBER OF M	iles of Each	TYPE HAVI	NG THE FOLLO	OWING WIDTH	s in Feet					
Type of Road	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Primitive																			
. Unimproved		-			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			_										*	
Graded and drained								-	***************************************										
). Soil-surfaced.	24	-		20		3				4				1					
Gravel or stone	42		2	33				_											
Bituminous surface-treated	583	-	20	539	21	2										,			
. Mixed bituminous	619	4	246	208	36	27	10										1		
. Bituminous penetration	848		114	226	43	379	43	37											2
Bituminous concrete and sheet asphalt.	281		14	29	33	133	20	17	3334	16	1	3		13					
Portland cement concrete	1659	91	593	472	157	173	60	37	5	9				55	3			which was the see on the color of the color of the	
. Brick					~~~~~~~~~~~~~														
. Block													4	18	1	7		1	1
1. Dual-type	34						-			20		6	6	87	4		2	1	3
TOTAL.	4090	96	990	1607	290	718	141	91		32									-}

U. S. GOVERNMENT PRINTING OFFICE 8-12013

Form SM-8 (1938)

# UNITED STATES DERANIMENTERS AS DICTURE PUBLICATION



## EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

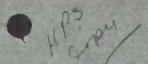
STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19...39

PRIMARY STATE SIGNAY SYSTEM

orthogonal the subdivision of State highway system (or other system) reported on this form)

		DUAL-TYP	E ROADS						Dry	VIDED HIGHWA	Y8	1		
	Road types a	and widths					Types	and widths	of divided road	lways		(D-4-1	A zromo mo	
First t	ype	Second	d type	Total width in feet	Length in miles	First r	oadway	Second	roadway	Third re	oadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type ymbol	Width in feet	Type symbol	Width in feet			Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1	20	3	20(2-10)	40	7	J	20	J	20			40	6 to 50	7
	22	J	22(2-111)	44	1	J	20	J	22			42	50	
N	15	J	25(2-12-5)	40		( 11	2 var-shidr							
	20	J	20(2-101)	40		1	a vg. 241	J	40			80	12	
	20	J	20(2-101)	40	2	J	16 - 24	1-3-6	20-21			Avg - 40	20	
1	16	J	20(2-101)	96	3	1	29		32			61	19	
1	40	N	16(2-81)	56		J	24	J	24			4.0	36	
1	30	N	16(2-81)	46	2	J	20	J	20			49	30	12
3	30	W	16(2-81)	46		J	20	J	- 20			40	30	12
1	90	H	16(2-81)	46		3	20	J	20			40		3
	17	J	22(2-11)	39		3	20	J	22			42	45	
	40	H	10	50		J	22	J	22				40	1
1	22	J	10	32	1	J	24	J	24			48	36	
1	20	J	20(2-101)	40	5									
1	20	J	20(2-101)	40	2									
И	14	J	16(2-81)	30					TOTAL	53 Hiles				
		TOTAL	34 Miles			(1)	ONE LANE OF	THIS DIVIDE	S NICHAY IS	OF BUAL TYP	E (N) CONS	TRUCTION		
~~~~~														
				_										100/
				-										387



UNITED STATES DEPARTMENT OF AGRICULTURE PUBLICATION

DUPLICATE

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF WARYLAND

FOR YEAR ENDED DECEMBER 31, 199_

(Indicate above the subdivision of State highway system (or other system) reported on this form)

, PPOI	ECT No.			D REPLACED	1					BUILT	1		NET
1100	201 1101		Type of road					Type of re	oad				MILES ABAN-
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Г	Description		Type symbol	Width in feet	Length in miles	DONED (7-11)
(1) Co-102-1	(2) 372-A	(3) Federaleburg to Delaware Line	(4) Gravel	(5)	(6) 12	(7) 0-3	Gravel	(8)		(9) £	(10)	0.3	(12)
P-306-1		queene Chapel Rd. in Mysttoville	15-16! Bituminous concrete		19 - 20	0.2	Situainous	penetration		H	22	0.2	X
4-282	1.0	Saftimore Avenue thru	15 - 17' Bituminous pen- 2 - 3' concrete shouldere	N	21 - 23	0.2	Ameisite				15 - 20	0.2 V	<u>X</u>
-261-1	ars 344	Hew Hampshire Ave. D.C.Line ted. University Lame Hew Hampshire Ave. D.C.Line	New location		•	•	Portland Co	ement Concre	te	J	20	0.41	
231-3	WS-344 B	Her Hampshire Ave. 9-0-1-100	* *	•			•	9 9		J	20	0.60	X
A-166-1		Luke to sesternport Church St. in Show Mill		•	•	•		9 9		J	20	0.28	X
80-184-1		Federal Sto-Martin Sto	Mixed bituminous	6	16	0.1	*			J	variable	0.10.	X
												2.09	
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										,			
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Form SM-2 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

PROJECT RECORD OF ROAD WIDENING

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19....

	oove one bushing of	State highway system (or other system) report			Roan B	BEFORE WIDENIA	T.C.		WIDENING OPP	ERATION				ROAD AFTE	R WIDENING			
Proje	scr No.				Type of road	DEFORE WIDENIE			Type of widening laid	i		Road types	(if single type	e use only eols	. 11 and 12)	Total		NET MILE ABAN- DONED
State	Federal	LOCATION		Dese	ription	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	Total width in feet	Length in miles	(7-16)
(1)	(2)	Lauret to Montgollery County	Portion		(4) L Concrete	(5) J	(6)	1.05	41 sand asphal(8) shoulder on each side	(9)	(10)	(11) J	(12) 15	(13) 0	(14)	(15)	(16) 1.05	(17)
P-422 X	•	Chio Ave College Ave.	14	•	W	J	20	0.60	on each side	G	2-16-51	N .	53			53	0.60 /	-
Çe-205	•	in Elkton Thru Rockville between	N	•	w	J	17	0.40	41 bituainous penetration shide on each side		2-41	J	30	N	8	25 30	0.60	
-329	•	the car tracks		*	0	J	21	0.60	Situainous road mix Portland Genent Concrete	H	1-91	J	40			40		-
H-329	•	Thru Rockville	*		W.		31	0.30 +Z,95	Ant trans officers bounded								Cana a	
														-				
•																		
																	-	
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																		-
The second second			P/11/50 2.														STHER STORY	

RECORD OF ROAD MILEAGE TRANSFERRED

PRIMARY STATE HIGHWAY SYSTEM

STATE OF

FOR YEAR ENDED DECEMBER 31, 1939

MARYLAND

		MILEAGE ADD	ED FROM OTHER SYSTEMS					MILEAGE TRA	NSFERRED TO OTHER SYSTEMS			
System fro	om which	Location	Type of road		Width in feet	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
transı	erred +		Description	Type symbol					Description	Type symbol	GOVERNMENT OF THE OWNER, OR WINDOW	(19)
(1		(2)	(3)	(4)	(5)	(6)	(7)	(8) American Gerner- Grove Com.	(9)	(10)	(11) 16	(12) 3-25 X
County	Vu \	Manticoke - Vatervier Staterock Rd Mascheeter	Unimproved	A	8	0.6	county cars je		T. D. medan		16	1.06 %
W	<u> </u>	Lineboro Rd Penna. Line			10	0.2		" - Hynson	Bit. Surface treated		!7.	0.48 X
	F	sashington Co. Line to Fesville						Sallsbury- Powellville Rd.			16	0.45 ×
		Federal ura - Delasare Line	Graded and drained earth	C	12	1.9	W'	os il o ry- orollvillo . to	sand Bit. Rad air		16	9.70 X
	<u> </u>	ted. Pleasant Salley	0 0 0	C		1.0		Personalung Poncityillo- illand Rda to	0 0 0 0 0			
Ø.		by twd. Olivet		C		1.3	With the second of the second	Pittsville	A 0 0 0			0.02 X
	61	Bover Run de lestainster-	9 9	G	12	1.1						7,5
	6	ashin to Like to	9 9 9	C	20	1.0 /						
		Fourille	# # # W	С	18	0.3						
	- James	alediators to Jeffdreen	9 9 W W	C	10	1.2						
		sandebore to Libertyteen		C	12	2.7						
	Н	Badonna todo Fenna. Line	# # # H	C	10	0.6						
0		Viere will Ad.		C	16	1.9 /						
•	- 24	US 58 tod. Kelbes Corner	,	•••	10	1.5						
	W	tannie ted. Benavala		C	8	0.9 /						
10	THE P	Salisbury Birdela Nd. to		С	16	0.6 1						
0	Н	Madeura tod. Rutledge	4 4 4	C	14	2.5 /						
	4	Turners Creek Rd.	soil surface	0	15	1.5					#0 *0 * * * * * * * * * * * * * * * * *	
W	4	Orleans Rd. US 40-Penna.Line	W 9	5	16	1.33 1/						
	M	Hinnesota Ave. Ext. Ru:	Ges vol		16	0.2 /					44 (14	
	5 11	Beauveu - Valley Loo Rd.	9	É	12	1.6 V						
•	5	Detroes Trags Vater and	shell		16	0.5						
		maticake to stervies	Slag	388	14	0.6-						
		spoulably His Extine tod.	tone	£	26	0.45						
6	W	Poarce	atom		16	2.30 V						
	40	Perderal abung to Delaware	crevel		12	2.1					34 6 11	
		Northeast tod. Elk Neck			12	2.2						
	1.10	it. Flagsh ind. Port Tobacco			12	1.7						
	4	Mashington County Line -										
		fexitie		1	12	1.8						
	4	Loch Lynn - Cormania	Stene		13	9.4 V	Constitution of the state of th	The state of the s				8-1200

PRIMARY TATE NIGHT SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

(DUPLICATE) 2 of 2

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF NARYLAND.....

FOR YEAR ENDED DECEMBER 31, 19.33

		MILEAGE ADDI	ED FROM OTHER SYSTEMS					MILEAGE TRAI	SPERRED TO OTHER SYSTEMS			
			Type of road		Width In	Langth in	System to which		Type of road		Width in	Length
System from wh transferred	nich +	Location	Description	Type symbol	feet	Length in miles	transferred	Location	Description	Type symbol	feet	miles
(1)	1	(2)	(3)	(4)	(5)	(6)	(0)	(8)	(9)	(10)	(11)	(12)
County	H	Nadanas Avd. Pennas Line	Gravel		18	1.3					-	
N CONTRACTOR	HO	Fulton to Highland			14	2.7				- Manager		-2000
*	K	Juster Nack Rds	Shell		12	0.1	C4.502808				- and	1000
Runicipal	K	Rock Hall a Sharps the	3119		20	0.5				E		
County	GAL	hasspeake Seach to Rorth Sch			16	0.6						
ACRULTY					16	2.2						Alleria.
	NI				14	2.3 V					New York	
	WI	- Manticoks - Anterview			12	0.9/						THE REAL PROPERTY.
	14	Malabury Mandela Rd. to Hebrer Malab Hill Rd. 3-R. 36 to			- 14	0.5						175
	7	Klondike Rd. 3.R. 36 to		1539020	12	100/				The same		150
		Rightike Raterellff Rd Lonaconing			15	0.7						1
		Skide Hill Rd. Lenaconing-			A CONTROL							
	7.1	Vockin Rd Einchester Hd.			- 12	1.9					1175-16	U.S.
	, ,	Reedmont Rd. Exiling tod.		F.	16	0.2						
9	7	Loch Raven Blvd. Millen	(61 mixed bituminous		16	0.45	4					294
	N/	Brockeville Rd. Seedbine St.	2-31 cont. shoulders	18	22	0.5						18378
				-	16	0.3 V						
2	11	Martine Gate to Newcut Rde		7	15	2.4				TO STATE OF		
	W	#godment Rd. Exline twd.		· • 4	- 16	2.6						
						-						
				-		MARCH .	(a)				2000	
						-11		At the same of the same of				A. The
						1				-1000		and the same
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	100				3 3 3							
	4											-
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					PARTIE .						GIL WALL	
		***************************************					later with the second s					

Form SM-4 (1938)

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

HIGHWAY MILEAGE ANALYSIS SCHEDULE

DUPLICATE

MARYLAND STATE OF

FOR YEAR ENDED DECEMBER 31, 19. 39

			α	0====	T								A	CCOUNTING	TABLE OF	Construct	ION CHANG	ES										
		Chang	Consti	TEM OTHER RUCTION	IHAN						Т	Type of road	l replaced o	or abandone	ed						Sumn	nary of conf	struction e	hanges		NET Total	Existing	
YPE OF ROAD EXISTING OR BUILT	Existing Mileage AT Begin-	Revisions	Mileage	transfers	Net	Built on	A	В	C	D	E	F	G	Н	I	J	K	L	M	N	fileage buil	t during yes	ır	Mileage	Net mileage	CHANGE IN MILEAGE	MILEAGE AT END OF YEAR (1+26)	TYPE OF Residence (symbol)
	NING OF YEAR	due to resurvey or former error (+ or -)	Additions from other systems	to other	changes	new loca- tion	Primitive	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	,	Portland cement concrete	Brick	Block	Dual- type	On carth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	of former types re- placed	ehange duc to construction (23-24)	(5+25)		
	(1)	(9)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	(1)	(2)	**	**	**	**														**	**	**	()	**	**	**	**	Abandoned
d abandoned	**	**				**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.
Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
Unimproved						************																						. C.
Grade and drained																												D.
Soil-surfaced											******																	E.
Gravel or stone																										- 4	1	F.
Bituminous surface-treated	5	- 4			+10		_																			+10	10	G.
Mixed bituminous		+10			+ 8		-			-																+ 8	16	н.
Bituminous penetrationBituminous concrete and sheet as-	6	+10		2	+ 6		_		-																	+ 6	12	. I.
phalt		+26			+26	1 /			-											1			-	1		+26	54	J.
Portland cement concrete	28	-26																									2	K.
Brick	2																				1							L.
Block.	1			-												1				BURG	1	========	1		1	+ 1	2	_ M.
Dual-type		+50		4 V		(1/)																	2			47	97	TOTALS.

The mileage shown on this form maintained by Maryland State Roads Commission based on urban mileage in towns having a population of 1,000 or more according to U.S. 1930 Census



DUPLICATE

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19.39

URBAN EXTENSIONS OF DESIGNATED STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TY	PE ROADS						Div	VIDED HIGHW	AYS			
	Road types	and widths					Types	and widths	of divided road	lways				
First	type	Seeon	nd type	Total width in	Length in miles	First re	oadway	Second	roadway	Third r	oadway	Total surfaced width in	Average width of dividing	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
	20	J	20 (2-101)	40		J	20	J	20			40	20	1
0	15	J	67 - 69	82 - 84		J	20	J	20			40	30	
												-		
				TOTAL	2							-	TOTAL	2
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U. S. GOVERNMENT PRINTING OFFICE 8-12008

## UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

### EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

URBAN EXTENSIONS ON OCIONATED STATE MIGHTAY SY TEN

(Indicate above the subdivision of Sta highway system (or other system) reported on this form)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 5

	TOTAL						Enter J	BELOW THE N	UMBER OF M	iles of Each	TYPE HAVE	NG THE FOLL	OWING WIDTH	s in Feet					
Type of Road	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive										*******						-			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced												0				-			
2. Gravel or stone																			
F. Bituminous surface-treated		*																	
G. Mixed bituminous	10					1			2			1				*			
H. Bituminous penetration	16			2		6		3	1			-				-			
I. Bituminous concrete and sheet shalt.	12		~~~~			3	1	3		3									
J. Portland cement concrete	54		10	5		2		7	3	4			2	2					
K. Brick	2								1							· · · · · · · · · · · · · · · · · · ·			
L. Block																			
M. Dual-type	2											1							
TOTAL	97		11	18	9	19	2	13	7	. 8		4	3	6					

U. S. GOVERNMENT PRINTING OFFICE 8 12013

### PROJECT RECORD OF ROAD CONSTRUCTION.

(SEE INSTRUCTIONS ON REVERSE SIDE)

PRIMARY STATE HIGHWAY SYSTEM
(Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

ORIGINAL

FOR YEAR ENDED DECEMBER 31, 1938

	The second of the		ROAD	REPLACED		-	Roa	BUILT			
Projec	et No.		Type of road				Type of road		1344	PASSE	NET MILES
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1)	(2) Mp = 3	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Q-116	Mp 482	MATAPEX-ROYANCOKE	NEW LOCATION				STABILIZED EARTH	<i>D</i>	16	1.17	
482C1-157	n o 33	HAMPSTEAD MEXICO		B	10	0.46	" "	D	16	0.46	X
Q-116		MATAPEX-ROHANCOKE		B	14	0.59		D	16	0.59	
4-209	0064	EMORY CH-PYLESVILLE		B	12	3.64		D	16	3.64	×
6-127	494	GEANTSVILLE BITTINGER	STONE	E	10	1.04	, ,	D	16	1.04	
4-216	MD6.51	FEDERAL HILL-ST. CLAIRBE	· UNIMPROVED	B	12	0.90	SCREENING SURF CRSE	E	16	0.90	
14-203	(KI) 1.7	CHAPEL ROAD	u	B	14	2.16	UNTREATED GRAVEL	house.	16	2.16	manifestion. X
C1-155	Mo 570	WASH RO. FENBY SOUTH	DNINPPAUED	B	12	0.55	TREATED STONE	£	16	0.55	*
C1-155	MD 570	" " BARRETT "	"	B	12	0.51	"	F	16	0.51)	
	M0 570	DEER PK- FINKSBURG-GOMBER		B	12	1.18	" "	F	16	1.18)	×
C1-155 AA-217 HO-167	426	FORT MEADE SET RO	"	B	15	0.20	" GRAVEL	F	16	0.20	
M-308	1	FOREST GLEN RD	STONE	E	12	0.62		F	16	0.62	
SM-160	M05	MOULDY RUN RELOC		F	16	0.33	1, 1	F	20	0.33	×
164	M#242	CLEMENTS CE RELOC.	, ,,	F	16	0.45	11	F	20	0.45	
6-115-1	Pipala	THRO RIDGLEY	CONCRETE	7	14		BITUMINOUS RO. MIX	G	20	0.97	×
31ª Co-115° 3		7			15	029	* " "	G	20	0.29	
Wo-179	US P	SNOW HILL SALESBURY RO	77	~	14	0.97	" "	67	20	097)	-
W-216	Mp 65	HARRESTON SHOPE BURG	MACADAM	H	15	0.79	BITUM. PENET. RO	H	20	079	- ×
24 W-216	Moss	THRU - SHARPSBURG		I	15	004	" " "	H	37.5	004	X
3- W-216	Moss	n 10 10 10 10 10 10 10 10 10 10 10 10 10	//	I	15	004	j, 09 11	H	33	0.04	) X
26 B-410		LIBERTY ROAD	BITUM- PENET RO	H	20	0.67	AMIESITE	I	35	067	X
3 W-216	Mobb	THE SHARDSBURG	THE RESIDENCE OF THE PARTY OF T	I	15	072	EACH SIDE - VAR WIPTHS	Z	30	0.72	<u> </u>
2-334	MOT	CRAIN HWY-HILLS BE		7	20	1.16	AMIESITE	I	20	1.16)	*
D-189	Pwp.	HAGERSTONN-FREEK	NEW LOCATION	Vingalita			CONCRETE	4	20	2.94	× ×
H-184	335	NEW PHILA, ROAD					"	V	2-20	4.08	
40 4-185	335	Je A e					,	M	2-20	2.43	

U. S. GOVERNMENT PRINTING OF ICE 8-12603

## PROJECT RECORD OF ROAD CONSTRUCTION

FOR YEAR ENDED DECEMBER 31, 19.....

(Subdivision of State highway system)

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM-2. (See instructions, Form SM-2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM-4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM-1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM-3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

It may be that a portion of a project will result in the replacement of existing surface, while the remainder of the project will be constructed on new location, with the old surface still in existence as a State, county, or local road. In such a case it will be necessary to report the two portions of the project separately on the form.

Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM-4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM-2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM-3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

ORIGINAL

## PROJECT RECORD OF ROAD CONSTRUCTION.

(SEE INSTRUCTIONS ON REVERSE SIDE)

MARY STATE HICHWAY SYSTEM

STEM

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19.38

		district to be		ROAD	REPLACED				ROAD BUILT	09 95		
	PROJEC	T No.		Type of road			NE DE	Type of road				NET MILES
	State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
40	H-186	(2) _{US} 49 335	NEW PHILA RO	NEW LOCATION	(5)	(6)	(7)	CONCRETE	(9)	(10)	(11)	(12)
etD.	4-187	335	" " " " " " " " " " " " " " " " " " "	• • •				*	7	2.20	4.23	/- x
,	CH-162	1945	WALDORF-BRYANTOWN	h H			-	<b>*</b>	<b>V</b>	20	1.38	X
5	AA-210	1516-	GOV. RITCHIE HWY	4				4	7	2-20	2.33	v - X
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	19-212	154	n // /	н н		terrodynamics.	-	84	V	20	2,19	<del></del>
7	AA-199	147	6 11 4 A	p 9				• *		2-20	2.07	×
10	B-316	335	NEW PHILA ROAD	64				11	1	2-20	4-22	/_/ X
72	99-210	446	MTN ROAD CONN.	11				,	V	20	0.92	X
5	CH-162	423	WALDORF-BRYANTOWN	GRAVEL	F	16	3.03	4	<u> </u>	20	3.03	×
147	B-331	253	HARFORD ROAD	The second secon	H	20	1.66	#	J	46	1.66	×
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U. S. GOVERNMENT PRINTING OFFICE 8-12009

## PROJECT RECORD OF ROAD CONSTRUCTION

(Subdivision of State highway system)

STATE OF _______
FOR YEAR ENDED DECEMBER 31, 19_____

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM-2. (See instructions, Form SM-2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM-4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM-1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

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Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM-4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM-2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM-3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

Form SM-1 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

ORIGINAL.

### PROJECT RECORD OF ROAD CONSTRUCTION

(SEE INSTRUCTIONS ON REVERSE SIDE)

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY SYSTEM (Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND

For Year Ended December 31, 1938

			ROAD	REPLACED	T THE E		Re	DAD BUILT			
Projec	CT No.	all a second second ten	Type of road				Type of road				NET MILES
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1)	(2) US 13 350	SALISBURY BY-PASS	NEW LOCATION	(5)	(6)	(7)	CONCRETE	(9)	(10)	(11) O.77	(12) ×
3 111-136	350	" " "	, , , , , , , , , , , , , , , , , , , ,	_			n	V	56	0.61	×
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FOR YEAR ENNED DECEMBER 31, 19......

(Subdivision of State highway system)

PROJECT RECORD OF ROAD

CONSTRUCTION

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM-2. (See instructions, Form SM-2.) Projects in which the work was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM-4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM-1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In case the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM-3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

It may be that a portion of a project will result in the replacement of existing surface, while the remainder of the project will be constructed on new location, with the old surface still in existence as a State, county, or local road. In such a case it will be necessary to report the two portions of the project separately on the form.

Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM-4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM-2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM-3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

Form SM-2 ' (1938)

FEDERAL WORKS AGENCY

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

PROJECT RECORD OF ROAD WIDENING

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

FOR YEAR ENDED DECEMBER 31, 19 38

URBAN EXTENSIONS ON DESIGNATED STATE HIGHWAY STYSTEM

19830 1070	edcral (2)	LOCATION (3)	Type of road Description (4)	Type symbol	Width in feet	Length in miles	Type of widening	laid		Road types	(if single type	e use only cols	s. 11 and 12)			NET MIL ABAN-
		(3)		THE REAL PROPERTY.	Width in feet	Length			Width			Total width in feet	Length	NET MILES ABAN- DONED		
(1)	(2)	(3)	(4)			in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet			(7-16)
				(5)	(6)	(7)	(8)		(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
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Form SM-2 (1938)

### PROJECT RECORD OF ROAD WIDENING

STATE OF	
For Year Ended D	ECEMBER 31, 19
	(Subdivision of State highway system)

#### INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—This form should be used for reporting all road-construction projects in which the previously existing surface, or at least 8 feet of the width thereof, is retained as a part of the completed surface. If, however, the previously existing surface is covered with a surface treatment or bituminous mat adding 1 inch or more to the thickness of the surface, the road should be considered to have been resurfaced, and the project should be reported on Form SM-1 rather than on this form. (See mimeographed General Instructions for the Compilation of State Highway Mileage Data, p. 11.)

Road before widening.—The status of the road before widening should be given in columns 4 to 7. In column 4 the type of surface should be described and in column 5 the appropriate type symbol (A to M) should be given.

Widening operation.—Similarly, description, type symbol, and width in feet of the widening laid are to be entered in

columns 8 to 10. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Road after widening.—In columns 11 to 16 the status of the road after widening should be given. As widening operations are frequently of a different surface type from that of the previously existing road, provision is made in columns 11 to 14 for reporting the type symbols and widths in feet of the two surface types of which the widened road may be composed. If the widening is of the same type as the previously existing road, only columns 11 and 12 should be used. The total width in feet after widening should be given in column 15 and the length in miles in column 16. It should be noted that the total width after widening is not necessarily the sum of columns 6 and 10, as a portion of the previously existing surface may have been replaced.

Net miles abandoned.—If the widening operation results in a reduction of the length of the road, the amount of this reduction (col. 7—eol. 16) should be entered as "Net miles abandoned" in column 17.)

Construction of divided highways.—Widening projects se constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Transfer of data to Form SM-4.—In transferring data to the Highway Mileage Analysis Schedule, Form SM-4, only those widening projects which result in change of surface from a single type to dual type should be considered. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

8-1200

ORIGINAL

### PROJECT RECORD OF ROAD WIDENING

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF MARYLAND

For Year Ended December 31, 19 38

PRIMARY STATE HIGHWAY SYSTEM

(Indicate above the subdivision of State highway system (or other system) reported on this form)

			ROAD BEFO	RE WIDENIA	1G		WIDENING OPER		ROAD AFTER WIDENING									
Project	No.	LOCATION	Type of road				Type of widening laid		Width	Road types	(if single type	use only eols	s. 11 and 12)	Total width	Length	NET MII ABAN- DONED		
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	in feet	Type symbol	Width in feet	Type symbol	Width in feet	in feet	Length in miles	(7-16		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)		
3-363x		WILKENS AVE	BITUM. JURF TREATED		14	0.15	BITUM SURFTERATED	F	16	F	30			30	0.15			
3-363×		-	* 4	F	12	1.25	¥ ***	F	18	F	30			30	1.25			
		*N.																
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### PROJECT RECORD OF ROAD WIDENING

STATE OF	******	
FOR YEAR ENDED DECEMBER 31, 19		
. (Subdivision of S	tate highway system)	

#### INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—This form should be used for reporting all road-construction projects in which the previously existing surface, or at least 8 feet of the width thereof, is retained as a part of the completed surface. If, however, the previously existing surface is covered with a surface treatment or bituminous mat adding 1 inch or more to the thickness of the surface, the road should be considered to have been resurfaced, and the project should be reported on Form SM-1 rather than on this form. (See mimeographed General Instructions for the Compilation of State Highway Mileage Data, p. 11.)

Road before widening.—The status of the road before widening should be given in columns 4 to 7. In column 4 the type of surface should be described and in column 5 the appropriate type symbol (A to M) should be given.

Widening operation.—Similarly, description, type symbol, and width in feet of the widening laid are to be entered in

eolumns 8 to 10. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Road after widening.—In columns 11 to 16 the status of the road after widening should be given. As widening operations are frequently of a different surface type from that of the previously existing road, provision is made in columns 11 to 14 for reporting the type symbols and widths in feet of the two surface types of which the widened road may be composed. If the widening is of the same type as the previously existing road, only columns 11 and 12 should be used. The total width in feet after widening should be given in column 15 and the length in miles in column 16. It should be noted that the total width after widening is not necessarily the sum of columns 6 and 10, as a portion of the previously existing surface may have been replaced.

Net miles abandoned.—If the widening operation results in a reduction of the length of the road, the amount of this reduction (col. 7—col. 16) should be entered as "Net miles abandoned" in column 17.)

Construction of divided highways.—Widening projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Transfer of data to Form SM-4.—In transferring data to the Highway Mileage Analysis Schedule, Form SM-4, only those widening projects which result in change of surface from a single type to dual type should be considered. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

8-12006

Form SM-3

### RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date
I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.
(Signature of State official)
(Official title)

N. S. GOVERNMENT PRINTING OFFICE 8-1200

#### INSTRUCTIONS

"Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

#### MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM-1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the milcage of urban extensions, particularly in the case of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM-1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM-1.

#### MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM-1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM-1.

Form SM-3 (1938)

# UNITED STATES DEPARTMEND OF AGRICULTURE PUBLIC ROADS

### RECORD OF ROAD MILEAGE TRANSFERRED

(SEE INSTRUCTIONS ON REVERSE SIDE)

URBAN EXTENSION ON DESIGNATED STATE HIGHWAY SYSTEM (Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF MARYLAND
FOR YEAR ENDED DECEMBER 31, 1935

	MILEAGE ADDE	ED FROM OTHER SYSTEMS				MILEAGE TRANSFERRED TO OTHER SYSTEMS											
		Type of road		Width in	Length in	System to which		Type of road	Width in feet	Length in							
System from which transferred	Location	Description	Type symbol	feet	miles	System to which transferred	Location	Description	Type symbol		miles						
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RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF	
FOR YEAR ENNEN DECEMBER 31, 19	
(Subdivision of State highway system)	
CERTIFICATE	
DATE	
I CERTIFY that the information contained herein is correct, to the knowledge and belief.	best of my
(Signature of State official)	
(Official title)	

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimcographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM-1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the case of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections,

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM-1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM-1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM-1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM-1.

FEDERAL WORKS AGENCY
FEDERAL WORKS AGENCY
UNITED STATES BEPARTMENT OF AGRICULTURE

Form SM-4 (1938)

(8)

PRIMARY STATE HIGHWAY SYSTEM Indicate above the subdivision of State highway system (or other system) reported on this form)

BUREAU OF PUBLIC ROADS

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

ORIGINAL

STATE OF MARYLAND

ST 14557

FOR YEAR ENDED DECEMBER 31, 19

		CHAN	GES IN SYS	STEM OTHER	R THAN								A	CCOUNTINO	TABLE OF	Constructi	ION CHANG	DES	The same of									
	Existing		Construction				Type of road replaced or abandoned													Summary of construction changes						NET TOTAL	Existing	
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		due to resurvey or former error. (+ or -)	Additions from other systems	to other	changes other than con- struction (2+3-4)	tion	Primitive	Unim- proved	Graded and drained	Soil-sur- faeed	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	minous concrete and sheet asphalt	Portland ceinent concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	of former types re- placed	change due to eonstruction (23-24)	(5+25)	(1+26)	
	.(1)	(2)	(3)	(4)	(5)	(6)	(7).	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	The state of the s
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Corrections

Anne Arundel Co. - Annapolis Blad - 0.16 H

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- Bay Ave (Mount) - +0,26 F.

Form SM-4 (1938)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

SHOW THE

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date
I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.
(Signature of State official)
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM-1, SM-2, and SM-3, eare should be taken so that Form SM-4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined. From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM-1, SM-2, and SM-3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM-3; and columns 6 to 19 will be compiled by transfer of data from Forms SM-1 and SM-2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (-) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM-3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or

local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM-3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM-1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM-2. An assembly should be made from the data in column 12, Form SM-1, and column 17, Form SM-2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM-1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

Note.—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM-1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM-1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM-1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM-1 will give the two surface types involved but the construction of a dual-type road will be entered in all cases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM-2.—Construction data recorded ou Form SM-2, "Project Record of Road Widening," should be entered on Form SM-4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

The following procedure should be used in transferring data from Form SM-2. The length in miles of the dual-type road as given in column 16, Form SM-2, should be entered on Form SM-4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be carried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.—The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Form SM-4 (1938)

9)

Urban Extensions On Designated State Highway System (Indicate above the subdivision of State highway system (or other system) reported on this form)

FEDERAL WORKS AGENCY

UNITED BURES DEPORTMENT DE MARICHATUREN

BUREAU OF PUBLIC ROADS

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

ORIGINAL

STATE OF Mary land

FOR YEAR ENDED DECEMBER 31, 1938.

		Maria I		0-	m			HILE	No. of P.				A	CCOUNTING	TABLE OF	Construct	TION CHANG	BES								1365		
		CHAN	GES IN SYS CONST	RUCTION	RTHAN					ile sta		Type of roa	d replaced	or abandone	ed			400			Sumn	nary of con	struction c	changes	PA PA	NET TOTAL	Existing	
Type of Road Existing or Built	Existing Mileage at Begin-		Mileage	transfers	Net	Built on	A	В	C	D	E	F	G	Н	I	J	K	L	M	N	Aileage buil	t during ye	ar	340	Net mileage	CHANGE	MILEAGE AT ENP OF YEAR	TYPE OF (symb
THE OF ROLD MASSIMO OF BOILE	NING OF YEAR	Revisions due to resurvey or former error (+ or -)			changes other than con- struction (2+3-4	new loca- tion	Unim-	Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- minous concrete and sheet asphalt	Portland cement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	Mileage of former types re- placed	change due to construction (23-24)	MILEAGE (5+25)	(1+26)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	**	**	**	**	**	**										SUSFI			1	**	**	**	()	**	**	**	**	Abandone
load abandoned						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					_ A.
. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
3. Unimproved			-																									C.
C. Grade and drained														-											-		· · · · · ·	D.
. Soil-surfaced			-						-					-				-									0,23	E.
E. Gravel or stone	0.23		-						-								1011/2013								410	-	5.31	
Bitumiuous surface-treated	5.31		-						-			-		-	-			-							-			G.
. Mixed bituminous									-						-								-		-		7.57	H.
I. Bituminous penetration	7.67								-								-										6.77	TO A DESCRIPTION OF THE PARTY O
I. Bituminous concrete and sheet as- phalt	5,77	-								-	-						-			100			1.38	2	1/30	1/30	28.05	
J. Portland coment concrete	26.67					1.38	/				-									1.38			7.90	2	71.50	17.00	1.78	
. Brick	1.78															-	-										1.1. L. Sad.	Τ.
. Block																											1.35	. M.
[. Dual-type	1.35										-										-	=======================================	100	7	4/30	11/30	50.06	
TOTALS	48.68		THE REAL PROPERTY.			(1.38)													1.38			1.38	5	71.38	71.00	30,00	TOTALS.

Form	SM-
(1)	938)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date
I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.
(Signature of State official)
(Official title)

-

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM-1, SM-2, and SM-3, care should be taken so that Form SM-4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined. From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM-1, SM-2, and SM-3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM-3; and columns 6 to 19 will be compiled by transfer of data from Forms SM-1 and SM-2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (-) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM-3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or

local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM-3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM-1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM-2. An assembly should be made from the data in column 12, Form SM-1, and column 17, Form SM-2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM-1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

Note.—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM-1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM-1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM-1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM-1 will give the two surface types involved but the construction of a dual-type road will be entered in all eases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM-2.—Construction data recorded on Form SM-2, "Project Record of Road Widening," should be entered on Form SM-4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

The following procedure should be used in transferring data from Form SM-2. The length in miles of the dual-type road as given in column 16, Form SM-2, should be entered on Form SM-4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be carried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24 i.e. the

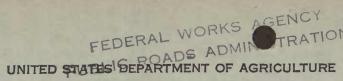
7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.—The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Form SM-5 · (1938)



BUREAU OF PUBLIC ROADS



SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

SEE INSTRUCTIONS ON REVERSE SIDE

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1938

		RURAL ROADS	Under State	Control		URBAN EXT	ensions of Stat System	E-HIGHWAY	TOTAL DESIG-	TOTAL ROADS
TYPE OF ROAD	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total	NATED STATE HIGHWAY SYSTEM	AND STREETS REPORTED (5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
3. Unimproved										
. Graded and drained										
D. Soil-surfaced	38.82				38.82			0000	38.82	38.82
E. Gravel or stone.	52.69				52.69	0.23		0.23	62.92	
F. Bituminous surface-treated	4.164.82				1164.82	5.31		5,31		1,170.13
G. Mixed bituminous	7.85				7.85		0===+====	~	7.85	7.85
H. Bituminous penetration.	834.81				834.81	7.57		7.57	842.38	842.38
I. Bituminous concrete and sheet asphalt	277, 82				277.82	6.77		5,77	283.59	283.59
	11-122				1651.37	28.05		28.05	1679.42	1679.42
K. Brick						1.78	00	1.78	1.78	1.78
The state of the s										
L. Block	25,10				25,10	1.35		1.35	26.45	26.45
M. Dual-type	4.053.28				4053.28	50.06		50.06	4,103.34	4,103.34

U. S. GOVERNMENT PRINTING OFFICE 8-12011

Form SM-5 (1938)

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date
I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.
(Signature of State official)
8—12011 (Official title)

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the existing mileage, by types, at the end of the year, on each subdivision of the State highway system and its urban extensions. The form should be compiled by entering in each indicated column the data given in column 27 of Form SM-4, as executed for each of the subdivisions of the State highway system and its urban extensions.

All road mileages should be entered on this form to the nearest mile.

Rural roads under State control.—In case there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In ease there is a secondary system, the statement of existing mileage on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage of rural roads under State control.

Urban extensions of State highway system.—Mileages on extensions of the State highway system through cities and other incorporated places should be entered in columns 6 and 7. Mileages on streets which are a part of the designated State highway system should be entered in column 6. Mileages on streets connecting the State highway system which are not a part of the designated State highway system should be entered in column 7. If mileages in both classes are reported in a given State, the entries in columns 6 and 7 should be added to give totals in column 8.

For further description and definitions of urban extensions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Total designated State highway system.—In column 9 should be entered the total mileage on the designated State highway system. The columns which should be added to give the figures to be entered in column 9 will vary from State to State. In a State which has no secondary State highway system or other secondary roads under State control, the entries in column 9 will be obtained by adding the entries in columns 1 and 6. In case there is a secondary State highway system legally designated as such, column 9 should include the entries in column 2. A State-aid system may or may not be a part of the designated State highway system, the decision depending upon the extent of control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, connecting streets not on the designated State highway system should not be included in column 9.

Total roads and streets reported.—In column 10 should be entered the total mileage by types on the entire State highway system and its urban extensions, including all subdivisions reported. Entries in column 10 should be the sums of entries in columns 5 and 8.

Form SM-7 (1938)

FEDERAL WORKS AGENCY

FEDERAL WORKS AGENCY

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Mary land

FOR YEAR ENDED DECEMBER 31, 19 38.

Primary State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

	TOTAL		Post S				ENTER B	ELOW THE N	MBER OF M	iles of Each	TYPE HAVI	NG THE FOLLO	OWING WIDTH	s in Feet					
Type of Road	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																~~~~~~~			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced	38,82		3.16	35,10		0.56			~~~~~~										
. Gravel or stone	52.69	0.42	7.16	45.11															
F. Bituminous surface-treated	1,164.82	8.51	422.45	710.24	7.30	13.12	0.17	0.02		1.47		0.44	0.55	0.30		0.25			
G. Mixed bituminous	7.85		0,51	4,12		3.22			***										
H. Bituminous penetration	834.81	0.67	129.19	208,09	38.84	369.07	56.00	29.79	0.13	0.34	0.04	1.66	0.04	0.34			0.61		
I. Bituminous concrete and sheet asphalt.	277.82		20.52	18.59	34.06	128.76	16.06	19.58		20.34	1.02	2.79	0.18	13,60	·	0,33		.0.13	1.86
J. Portland cement concrete	1,651.37		661.63	503.87	147.28	155.83	7.16	6.70	3.16	10.65		1.80	2.86	40.90	1.84	1.66	0.41		
K. Brick			00000000000000																
L. Block				******************															
M. Dual-type	25.10									1.51			4.69	17.68		0.54			0.68
	4.053,28	115.22	1244.62	1,525.12	227.48	670.56	79.39	56.09	3.29	34.31	1.06	6.69	8.32	72.82	1,84	2.78	1.02	0,13	2.5.4

50 M

Form SM-7 (1938)

STATE OF

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

FOR YEAR ENDED	December 31, 19
	(Subdivision of State highway system)
	CERTIFICATE
	Date
I CERTIFY tha and belief.	t the information contained herein is correct, to the best of my knowledge
	(Signature of State official)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of the form. For definitions of types see mincographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—All mileages reported on this form should be given to the nearest mile. In entering road mileages according to road type and width, the following definitions of widths of road should be followed: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Data to be reported.—The total existing mileage on the system at the end of the year should be listed by types in column 1. The entries in column 1 should be identical with the entries in column 27, Form SM-4, as executed for the given subdivision of the State highway system or urban extensions.

In columns 2 to 19 there should be entered the total milcage of each type having the widths in feet indicated by the headings of these columns.

In case any roads are reported having a width of 60 feet or over, the actual widths of such roads should be given in notes to the form.

In reporting the width of a divided highway (see instructions for Form SM-8) the width given should be the total

width of the two or more surfaced roadways of which the divided highway is composed.

Explanation of widths selected.—Widths of surface from 9 to 11 feet or multiples of such widths are regarded as furnishing full lanes of greater or less adequacy, and widths of from 16 to 17 feet arc regarded as the narrowest classifiable as two-lane surfaces. Other widths, not included within the above indicated limits, are regarded as involving fractional lanes, and therefore generally uneconomical. These are the 23-26-foot and the 34-35-foot groups on the form.

Procedure in case of incomplete data.—In case data are not available for a complete subdivision of road mileages by surface width, the form should be compiled as completely as the available information permits. As a minimum, a compilation should be made classifying the mileage of each road type according to the number of traffic lanes. In such a compilation the following designations should be used:

Less than 2 lanes;

2 lanes and less than 3;

3 lanes and less than 4;

4 lanes and less than 5;

5 lanes and less than 6;

6 lanes and over.

Columns 3, 8, 12, 15, 17, and 19 should be used in making the tabulation by number of lanes, as these are the critical widths according to the definitions given above. The headings to these columns should be crossed out and the legends indicating the number of lanes, as stated above, should be entered at the left of each column used.

ORIGINAL

UNITED STATES DEPARTMENT OF AGRICULTURE
PUBLIC ROADS

Form SM-7 (1938)

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

For Year Ended December 31, 1938.

Urban Extensions On Designated State Highway System (Indicate above the subdivision of State highway system (or other system) reported on this form)

	TOTAL						ENTER B	ELOW THE NU	UMBER OF MI	LES OF EACH	TYPE HAVIN	G THE FOLLO	WING WIDTH	s in Feet			1		
Type of Road	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54		60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																meants			
3. Unimproved																			
C. Graded and drained																			
O. Soil-surfaced																			
. Gravel or stone	0.23		0.23						1 20					0.60					
F. Bituminous surface-treated	5.31		2.3/	0,40	0.37	0.24			1.39					0180			0.0000000000000000000000000000000000000		
G. Mixed bituminous													0.15	0.38					
H. Bituminous penetration	7.57			0.83	0.38	3.93	0,81	1.09	- 00		0.16	0.29	0.26						
I. Bituminous concrete and sheet asphalt.	5,77		1,56	1.10		1,17		0.76	0.47	1,06	0.16	0.31	0.08	1,31		0.18		0,61	
J. Portland cement concrete	28.05		6.96	1.65	6.37	5.21		2.01	1.96		0,54	0.63							
K. Brick	1.78	-			-	0.39		0.20	0.37	0.08		0,65	0,11						
L. Block												010		0,88					0,28
M. Dual-type	1.35						- 01	101	110	1,14	0,50	0.19	0.60			0.18		0,61	0,28
Tomas	50.06		11.06	3.98	7.12	10.94	0.81	4.06	4.19	11/17	0,00	1,42	0.00					-	

U. S. GOVERNMENT PRINTING OFFICE 8-12013

Form SM-8 (1938)

FEDERAL WORKS AGENCY UNITED STATES DEPARTMEND OF PUBLIC ROADS



13)

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1938.

ban Extensions On Designated State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

DUAL-TYPE ROADS						DIVIDED HIGHWAYS										
1000	Road types	and widths					Types	and widths								
First	type	Secon	id type	Total width in	Length in miles	First r	oadway	Second	roadway	Third 1	roadway	Total surfaced width in feet	Average width of dividing	Length in miles		
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	leet	strips			
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)		
	10	. /	(-2-8)	34	0.19	U	20		20			40	20	0.73		
<u>H</u>	18	<u> </u>	(2-10)	40	0.88											
	20	I	20	86	0.28											
	71		15	08												
************	-															

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				-//	1.35											
3.			Harman Land	Total	1.35					***************************************		_				

Form SM-8

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF		
FOR YEAR ENDED DECEMBER 3		
(8	ubdivision of State highway system)	
	. Btate mgnway system)	
,		
	CERTIFICATE	
	Date	-
	on contained herein is correct to the best of	
	(Signature of State official)	a di di diretti di di diretti que antido que servino que
3—12008	(Signature of State official)	
3—12008	(Signature of State official) (Official title)	
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	(Official title)	
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	(Official title)	

INSTRUCT

Subdivisions of State highway system.—Copics of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Milcage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Milcage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway. The width of the surfaced roadway form.—This form is divided into two parts. The left-hand portion (cols. I to 6) is provided for recording information regarding all dual-type roads on the regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM-4 and SM-5. Form SM-4 should highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM-4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual type roads on the system having the same combination of roads.

tive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bitunious penetration road widened with 11-foot concrete lanes on either side, the entries Column 1 (type symbol).

Column 1	(type symbol)	
Column 2	(width)	J
Column 3	(type symbol)	22
Column 4	(width)	H
Column 5	(total width)	20
Column 6 ((length)	42
The mileages	reported in column 6 charled 11 11 1	10

of the form, to check with Form SM-4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such road should also be reported as divided highways

of traffic are separated by a considerable distance, perhaps several nundred reet. Such road should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In ease there are more than three divided roadways it will be necessary to make a special description, using additional recritical space on the form

vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as

Column 7 ()	
Column 7 (type symbol)	
Column 8 (width)	J
Column O (town	20
Column 9 (type symbol)	T
Column 10 (width)	J
Column 13 (total width)	20
Colaimi 15 (total width)	40
Column 14 (dividing strip)	
Column 15 (length)	30
To (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to three lines to report the given road. The type symbols and widths of the two surface composing the divided roadway should be recorded on two successive lines, and the total

width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.



EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

For Year Ended December 31, 1936.

Primary State Highway System

(Indicate above the subdivision of State highway system (or other system) reported on this form)

		DUAL-TY	PE ROADS						Div	IDED HIGHW	AYS			
	Road types a	and widths					Types and widths of divided roadways							
First	type	Secon	nd type	Total width in	Length in miles	First roadway		Second	Second roadway		roadway	Total surfaced width in feet	Average width of dividing strips	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	1660	burps	
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
,			(2-Var.) 24	40	0,40	SH	16							
<u>H</u>	16	J	(2-Var.) 54	70	0.09	1	(2-Vay) 24	J	40			80	12	0.40
H	16	V	54	/-		SH				***************************************				
			(2-10)	36	2.86	1	16 (2-Var) 54	U	40			110	12	0.09
I	16		(2-10)	40	18.88		,							
I	20	<u> </u>	20	32	0.54	I	32	I	29			61	21	1.19
	22	<u> </u>	10	3 =	0,57	I	24	I	24			48	42	0.33
	(2-8)	, ,	14	30	0.97									
<u> </u>	(2-12.6)	H	14	40	0.63	V	12	V	12			29	20	0.41
<u> </u>	25	H	15	86	0.19	J	20	J	20			40	6	3,03
<u>J</u>	71	I	15	06	0.77	U	20	<u> </u>	20			40	61050	0.62
			11 20	2/ 15	0.54		20		20			40	30	27.59
I-J-K	20-21	<u> </u>	16-27	36-45	0,57	U	20	V	20			40	50	3,78
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SELECT DE				Total	25.10		OVERNMENT PRINTING OF							



EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF	
FOR YEAR ENDED DECEMBER 31, 19.	
(Subdivisio	on of State highway system)
	CERTIFICATE
	Date
I CERTIFY that the information con and belief.	ntained herein is correct to the best of my knowledge
	(Signature of State official)
8—12008	
5 12000	(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile. The widths to be given are as follows: For graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Description of form.—This form is divided into two parts. The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM-4 and SM-5. Form SM-4 should account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM-4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form

tive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, to devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

	bildud bo to rollo iib.	440
Column 1	(type symbol)	J
Column 2	(width)	22
		II
Column 3	(type symbol)	п
Column 4	(width)	20
Column 5	(total width)	42
Column 6		10
COMMINICO	1 ICHE 011 /	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM-4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such roads

or trainc are separated by a considerable distance, perhaps several hundred feet. Such roads should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highways researched.

separately.

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additional vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as

Column 7 (type symbol)	J
Column 8 (width)	20
	T
Column 9 (type symbol)	00
Column 10 (width)	20
Column 13 (total width)	40
Column 14 (dividing strip)	30
Column 15 (length)	10
Column 19 (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to use three lines to report the given road. The type symbols and widths of the two surfaces composing the divided roadway should be recorded on two successive lines, and the total

width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.



EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF	
----------	--

			AYS	IDED HIGHWA		DUAL-TYPE ROADS								
				ways	f divided road	and widths	Types					and widths	Road types	
Length in miles	Average width of dividing	Total surfaced width in	oadway	Third re	coadway	Second	First roadway		Length in miles	Total width in	d type	First type Second type		
innes	strips	feet	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	nnies	feet	Width in feet	Type symbol	Width in feet	Type symbol
(15)	(14)	(13)	(12)	(11)	(10)	(9)	(8)	(7)	(6)	(5)	(4)	3)	(2)	(1)
0.7	20	40			20	J	20			000000000000000000000000000000000000000	(2-8)	9)		
							20		0.19	34	-(2-10)			_H
									0.64	40	(2-10)		20	T
									0:14	40	20	V	20	<u></u>
									0.10	40	70	J	20	I
									0.28	86	15		11	<u>J</u>

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orm SM-8 (1938)

EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

COLUMN TO A STATE OF THE PARTY	
STATE OF'	
FOR YEAR ENDED DECEMBER 31, 19	
(Out 22-51)	'State highway system)
(Subdivision of	Saw nguway system)
CEF	RTIFICATE
	Date
I CERTIFY that the information conta	ined herein is correct to the best of my knowledge
and belief.	
	(Signature of State official)
8—12008	(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed to subdivision of the State highway system and its urban extensions. See mimeogn General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symt. A to M, are given in the left-hand portion of Form SM-4. For definitions of types mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile. The widths to be given are as follows: For graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Description of form.—This form is divided into two parts. The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM-4 and SM-5. Form SM-4 should account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width for a traffic lane.

to the road. For the purposes of this definition, 8 feet is regarded as the immunant which for a traffic lane.

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM-4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types of which the dual-type road is composed.

and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

Column 1	(type symbol)	J
Column 2	(width)	22
Column 3	(type symbol)	H
Column 4	(width)	20
Column 5	(total width)	42
Column 6	(length)	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM-4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such a should also be reported as divided his transfer of traffic are separated by a considerable distance, perhaps several hundred feet.

should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additional vertical space on the form vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as follows:

VB.	
Column 7 (type symbol)	 J
Column 8 (width)	 20
Column 9 (type symbol)	 J
Column 10 (width)	 20
Column 13 (total width)	 40
Column 14 (dividing strip)	 30
Column 15 (length)	 10

In case one or more of the divided roadways is of dual type it will be necessary to the three lines to report the given road. The type symbols and widths of the two surfaces composing the divided roadway should be recorded on two successive lines, and the total width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.

SM-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

JAN 3 1 1939

ORIGINAL

PROJECT RECORD OF ROAD CONSTRUCTION

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Moryland

Peimiey State Highway System
(Indicate above the subdivision of State highway system (or other system) reported on this form

FOR YEAR ENDED DECEMBER 31, 1937.

		(Indicate above the subdivision of State highwa		REPLACED			Roz	D BUILT		JED DECEMBER		
Projec	CT No.		Type of road				Type of road				NET MILES	
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(X)
7-296	MD 637	Branch Ave Reloc.	New location			0	Stabilized Earth		20	0.56		
							- 410		0 -	7/3/		(3)
AW- 5364	MD 214	Central Ave	Untreated Gravel	E	20	2.63	Treated Grovel	F	20	2.631		X
									<i></i>	4 10		W
262	400	Sabillasville-Blue Rida	New Location				Penetration Mac.	H	20	0.19		
262	400	11	11				11	+1	20	1.62		ON,
W-175	171 197	Huyen - Conacocheagu	PeH. Mac.	H	22	0.09	Pen. Mac. (Rel.)	H	20	0.091	0.09	(3)
J H-204	Mu 24	Frogtown-Forest Hill		H	16	1.19	11 //-	14	16	1.19		8
V M-295	MD 27	Ho. Co. Line - Kings Valle	Concrete	J	14	2.05	14	H	20	2.05/		D
6												-
JG, -125	05.10	Keysez Ridge-Paline	Per. Moc.	14	23	3.58	Amiesite	I	23	3.58		(A)
G-125-4	U5 40	Thru Grantsville	11	H	23	0.81	1 4	I	23	0.81		X
W-231	U.5.40	Kicking Cr Indian Sprine	7 11 11	H	22	1.18	14	I	22	1.18		XXX
V		Conacocheaque Sect.	, , , , , , ,	H	22	0.59	/ /		22	0.59		×)
. F-298 15	37.06.15	Emmitsburg-Paline	p 1	H	20	1.27	11	I	- 20	1.27		X
7.75	0.64 1)	Washington Blvd.	Bit. Conc.	I	40	1.00	, ,	I	40	1.00		X
0 222		National Pike at Norraws.		J	20	2.80		I	_ 20	12.80		(3)
VCe 190 1	US-1	Porter's Br Pring Sun		J	21	2.00	b 1	I	21	2.00	/	(3)
A.A 233 58	115-50	Defence Highway	1 1	J	20	0.95	,	I	20	0.95		4
B-377	00.7	White Marsh-BigGunpowde	9 11	J	18	2.00	, 6	I	18	2.00	/	B
B-378	Mo 3	" Har. Co. Line	4 1	J	18	1.00	, ,	I	18	1.00	acres .	K.
	110.20	Liberty Road	4 (J	20	2.22	, ,	I	. 20	2.22	/-	9
C1-187 200 240	05-240	Fred - Hyattstown	j 4	J	21	2.69	()	I	21	2.69	-	8
F-298 32"		Theu Emmitsburg	, ,	J	24	0.27	11	I	24	0.27	-	3
P 718 12	335	Gov. Nice Highway	New Location	-			Divided Highway 30 Park Area	J	2-20	3 97		D
() B-318 4	335	11 11 11	11 11			a-1000000	/1	J	2-20	3.3/	- 0	0
B-317 12	393	Hormans Approach	11 11			-	Concrete	J	20	0.18.		8
77 176	393	11	/ / / / /	Tennequenes.	and the same of th		//	J	20	0.06		3
100 77 77	393	. /1	/1 / /				1 /	J	30	0.38		(8)
VPP-74 17	399	Dorsey Approach	11 /	and the same of th	William Company	-	, ,	J	20	0.21		8
199-74	399	11.	. 1	Nation Company	-	eletter-in-ord	1.1	J	3.0	0.15		(3)
11/1/			·		; ••••	1						State of the last

' INSTRUCTIONS

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF

FOR YEAR ENDED DECEMBER 31, 19.....

(Subdivision of State highway system)

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

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Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM-4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In ease the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

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If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM-1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In case a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

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Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM-4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM-2.

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ORIGINAL

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF Moeyloud

		1 1 1 -	(SEE INST	RUCTIONS (ON REVERS	E SIDE)			STATE OF	Moeylo	ond
Prim	ary St	ate Highway 5 y (Indicate above the subdivision of State highw	(5 te m) ray system (or other system) reported on this for	rm)							R 31, 19.3.7
and the same of th			ROAI		ROAD BUILT						
Project	CT No.		Type of road				Type of road				NET MILES
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	. ABAN- DONED (7-11)
(1) Ho-161	(2)	Dorsey Approach	New Location	(5)	(6)	(7)	Concrete.	(9)	(10)	(11) 0.24	(12)
VQ-79 213		ChurchHill-Centerville		F	16	0.44	" (Reloc.)	J	20	0.40	0.04 X
A-185 4.	158	National Pike	Pen. Mac.	H	22	1.75	" (Reloc.)	J	20	1.75	0.040
VW-170	17/+197	//	/ / / / / / / / / / / / / / / / / / / /	H	22	2.87	11 (11)	J	20	2.87	0.07 ×
174 4	171	11 11	11	H	22	0.07	mivided Highway		44	0.07	- 3
188 40	W.A.	Gov. Nice Highway	11	17	20	1.30	30'Park Area	J	2-20	1.31	_ (3)
J. H-1-5	P.W.A	11	Concrete	J	18	0.69	(1)	J	2 20	0.69	<u> </u>
V-4-1-8-40	Pylss	(3)	. (J	20	1.71			2-20	1.70	0.06 X
VAA 73 1	393	Harmans Approach	11		16	0.10	Concrete (Relac)		20	0.10	0.12
A.A. 73 120	393	(1)] [16	0.04	" (Relac)		20	0.04	0.04
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U. S. GOVERNMENT PRINTING OFFICE 8-12009

## PROJECT RECORD OF ROAD CONSTRUCTION

STATE OF

FOR YEAR ENDED DECEMBER 31, 19.....

(Subdivision of State highway system)

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

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ORIGINAL

Form SM-1

## UNITED STATES DEPARTIENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

## PROJECT RECORD OF ROAD CONSTRUCTION

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

For Year Ended December 31, 1937

Secondary	, State A	Highway	System	
	(Indicate above the subdivis			

			Road	D REPLACED			ROA	D BUILT			
Рвол	ECT No.		Type of road				Type of road				NET MILES
State	Federal	LOCATION	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1,)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Co-104 6	419	America nor-Groves Cen	Unimproved	В	24	2.95	Stabilized Farth	D	1.6	2.95	
Co-104 6	419	11 (1 11 11	Stone	E	9	0.30	11	D	1.6	0.30	
	11964		A/- / /				Untreated Gravel	E	14	1.90	
0 2/5	405 X	Oakington Relac.	New Location	B		2.68	Unireated Grayer	F	16	7.68	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1-168	388	AllenFresh-Ventsville		E	16	1:17	11	F	16	1,17	
10-102 3	: Mp 304	La Platta - Brjantown Center ville Ruthsburg	Untreated Gravel	E	70	1.51	Traffic Bouncilaeadam		16	51	
		J		-						F7 +7	
4 AW-510 -	12 /	Waldorf Berry	Untreated Gravel	E	16	7.76	Treated Gravel		16	7.76	
4. AV15710	1000	Najside Morgantovin	11	E	12	2.18	11		12	2.18	94 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
NE 154	6 00	Oraville-Turner	11			1.38	11 11		16	1.38	
Mari	NO 256	Yen Market Budd Cr.	11	F		2,95	11	F	16	7.95	
M H = 10	7H4 ,	Baruvue Valley Lee	/ (1	E		0.99	11	F	16	0.99)	6: HOUSEAN
MANA	7-	Valley-ee-Treaure	(1	E	16	0.40	tt 1	F		1.54	
-540		Whiles Meck Rd.	1	E	16	1.54	3 1	F	16	1.33)	
1 3 3	235	Three Notch Rd.	11	E	1_6	1.33	11 (1	7	16		
9 11/ 535	0.4	Corsica Neck Rd		E	1-6	0.33		<i>F</i>		0.33	
A	441	ree's Cor-Chesterville				0.31		G	76	(0.99)	**************************************
110-112	44 (XAY	Whart Rd Ocean City	New Location				Sand But Front MIX	G	16	0.40	
146		Salisbury Powellville 13.10		B	12	0.40	Paris CII, Maa 1711A	G	16		
	- N 10 3 5 A			B	15	0.78	1 1 1	G	16	0.28	
41-146		Buelly, 110: Willard & Pitte	1e		12	<u> </u>				-1.34.34.44	
J A-162		Vlinchester Br. Id.	New Location				Penetration Macadam	14	20	0.78	
V H - 221	MU	Creswell Fauran Gre	· Uninioratea	B	16	3:12	11	<u>H</u>	16	3:72	
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U. S. GOVERNMENT PRINTING OFFICE 8-12009

PROJECT RECORD OF ROAD CONSTRUCTION

STA	TE OF	7					
For	YEAR	ENDED	D есемве	R 31,	19	~	
			Subdivision of	f State	highway s	ystem)	

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage

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Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

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ORIGINAL

STATE OF Maryland

PROJECT RECORD OF ROAD CONSTRUCTION

(SEE INSTRUCTIONS ON REVERSE SIDE)

1-ban Extensions On Vesignated State High way System
(Indicate above the subdivision of State highway system (or other system) reported on this form)

For Year Ended December 31, 1937

		(Indicate above the subdivision of State highway	ay system (or other system) reported on this for	orm)							
			Roa	D REPLACED				ROAD BUILT			
Ркол	ECT No.		Type of road				Type of road				NET MILES
State	Federal	Location	Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Length in miles	ABAN- DONED (7-11)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
A-211	THE CASE OF	Water St Frosthurg	Concrete	J	15	0.04	Amiesite		21	0.04	
A-7-11	0540	Main St. "	Vitrified Brick	K	36	0.26	. /	I	36	0.26	
5-84	413	Main St Cristield	Shell	F	74	0.13	Concrete		74	0.13	
225	Mo	Church St Westernpart	Vitrified Brick	K	27	0.15	/ !		27	0.15	
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## PROJECT RECORD OF ROAD CONSTRUCTION

(Subdivision of State highway system)

STA	TE OF	ř				
For	YEAR	ENDED	DECEMBER	31, 1	.9	

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Date

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained reads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—Each individual road construction project completed during the year should be reported on this form, with the exception of projects consisting of road widening, which are to be reported on Form SM-2. (See instructions, Form SM-2.) Projects in which the werk was subdivided into two or more contracts should be reported as one; i. e., if a road was graded and drained under one contract and then surfaced under another contract, these two operations should be reported as one surfacing operation, although the fact that the road was graded or regraded may be stated in column 8. Grading and draining should not be reported as a completed project unless the graded road has been opened to traffic, or is to be so opened, for an extended period prior to surfacing. If it is not to be used for an extended period unsurfaced, the project should not be reported until the surfacing has been laid.

Construction by maintenance forces, etc.—All work which results in change of surface type, or effective reconstruction of the same type, should be reported, whether accomplished by contract, by force account, by relief labor, or by maintenance forces. The reporting of construction by maintenance forces should be sufficiently complete to avoid the necessity of making revisions of surface type in subsequent years because of gradual improvement of a road through maintenance.

Order of listing projects.—The preferable order of listing projects is as follows. Arrange the new construction by types in ascending order (types C to M). The projects of the same type should in turn be arranged in ascending order of the road types replaced, with construction on new location placed first. This procedure will facilitate transfer of the data to the Highway Mileage Analysis Schedule, Form SM-4.

Location.—The Washington office will make no tabulations using the locations of projects. Column 3 is provided for the use of the State highway department in case the form is used as an office record.

Road replaced.—In case the new construction replaced an existing surface, the road type, width in feet, and length in miles of the replaced road should be given in columns 4 to 7. In column 4 the type of surface should be described, and in column 5 the appropriate type symbol (A to M) should be given.

Road built.—Similarly, description, type symbol, width in feet, and length in miles of the new construction are to be entered in columns 8 to 11. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Net miles abandoned.—Because of the fact that roads which are resurfaced are often partially relocated, the completed road is frequently of less length than the road replaced. In order to account for such reductions in length, the amount by which the mileage replaced exceeds the mileage built (col. 7—col. 11) should be entered in column 12.

In some cases the length of the new construction is the greater. In such a case the excess of mileage built over mileage replaced should be recorded as having been built on new location (see below); and column 12 should contain no entry. For example, if 21 miles of portland-cement concrete replaced 20 miles of gravel, the form should show, on two successive lines and against the same project number, that (1) 20 miles of type J road replaced 20 miles of type E, and (2) that 1 mile of type J was built on new location. This procedure conflicts to a certain extent with the preferred order of listing projects; but such cases are exceptional.

If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, the replacement of the old road by the new should be recorded on this form in the same manner as if the new road were constructed upon the previously existing surface. The fact that the road was relocated should be noted in column 8.

Other abandonments.—In case a road is abandoned, because of disuse or other reason, without being replaced by a new road during the same year, this fact should also be recorded on Form SM-1. The type of road, type symbol, width in feet, and length in miles should be entered in columns 4 to 7; and the length in miles should also be entered as miles abandoned in column 12.

Construction on new location.—In ease a given project was built upon a new location (not replacing an existing surface) this fact should be stated in column 4; and columns 5, 6, and 7 will have no entries.

In some cases new construction will replace an existing road but the latter will not be abandoned. The older road may remain as a State highway or it may be turned back to the county or local authorities for use. In either case the new road built in its place should be entered as having been built on new location. In ease the old road was turned back to county or local authorities, the fact that it was transferred out of the system should be recorded on Form SM-3, Record of Road Mileage Transferred. This statement also applies if the old road was transferred from the primary to the secondary State highway system, or other system under State control.

It may be that a portion of a project will result in the replacement of existing surface, while the remainder of the project will be constructed on new location, with the old surface still in existence as a State, county, or local road. In such a case it will be necessary to report the two portions of the project separately on the form.

Dual-type construction.—Construction of a dual-type road should be reported by using two or more lines, so that the description, type symbol, and width in feet of the two surfaces may be made clear. The data should be transferred to Form SM-4 as construction of type M surface. Dual-type construction which consists of widening an existing road with a different type should not be reported on this form, but should be reported on Form SM-2.

Construction of divided highways.—Projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Construction on roads added to system during year.—Construction work on roads added to the system during the year should be reported on this form, and should be cross-referenced to Form SM-3. The status of the road prior to the construction work reported should be given under "Road Replaced," columns 4 to 7. In some cases roads taken over from the county or secondary systems are not considered as added to the State highway system until after construction work by the State highway department. Nevertheless, such construction and subsequent addition should be reported on this form in the same manner as in the case when roads are added and subsequently surfaced.

## PROJECT RECORD OF ROAD WIDENING (See Instructions on Reverse Side)

STATE OF Maryland

(Indicate a	bove the subdivision of S	tate highway system (or other system) reported										Poin 4-	R WIDENING			er 31, 19-3
			ROAD BEI	FORE WIDENIE	NG		Widening O	PERATION				ROAD AFTE	R WIDENING			-
Ркоје	ECT No.	Location	Type of road			7 11	Type of widening la	id	Width	Road types	(if single type	e use only cols	s. 11 and 12)	Total	Length	NET MILI ABAN- DONED
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in fect	Type symbol	Width in feet	Type symbol	Width in fect	width in feet	Length in miles	(7-16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
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### PROJECT RECORD OF ROAD WIDENING

STATE OF	
For Year Ended December 31, 19	
Miles Man A Company	
(Subdivision of Sta	te highway system)

### INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

BOTO ON TAXABLE PROPERTY AND THE PARTY.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Milcage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—This form should be used for reporting all road-construction projects in which the previously existing surface, or at least 8 feet of the width thereof, is retained as a part of the completed surface. If, however, the previously existing surface is covered with a surface treatment or bituminous mat adding 1 inch or more to the thickness of the surface, the road should be considered to have been resurfaced, and the project should be reported on Form SM-1 rather than on this form. (See mimeographed General Instructions for the Compilation of State Highway Mileage Data, p. 11.)

Road before widening.—The status of the road before widening should be given in columns 4 to 7. In column 4 the type of surface should be described and in column 5 the appropriate type symbol (A to M) should be given.

Widening operation.—Similarly, description, type symbol, and width in feet of the widening laid are to be entered in

columns 8 to 10. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Road after widening.—In columns 11 to 16 the status of the road after widening should be given. As widening operations are frequently of a different surface type from that of the previously existing road, provision is made in columns 11 to 14 for reporting the type symbols and widths in feet of the two surface types of which the widened road may be composed. If the widening is of the same type as the previously existing road, only columns 11 and 12 should be used. The total width in feet after widening should be given in column 15 and the length in miles in column 16. It should be noted that the total width after widening is not necessarily the sum of columns 6 and 10, as a portion of the previously existing surface may have been replaced.

Net miles abandoned.—If the widening operation results in a reduction of the length of the road, the amount of this reduction (col. 7—col. 16) should be entered as "Net miles abandoned" in column 17.)

Construction of divided highways.—Widening projects so constructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Transfer of data to Form SM-4.—In transferring data to the Highway Mileage Analysis Schedule, Form SM-4, only those widening projects which result in change of surface from a single type to dual type should be considered. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

Form SM-2 (1938)

(Indicate above the subdivision of State highway system (or other system) reported on this form)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

## PROJECT RECORD OF ROAD WIDENING

(See Instructions on Reverse Side)

STATE	OF	 
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FOR YEAR ENDED DECEMBER 31, 19.....

			ROAD I	BEFORE WIDENIN	ra		WIDENING O	PERATION				ROAD AFTE	R WIDENING			
Proje	CT No.	Location	Type of road				Type of widening le	aid	Width	Road types (if single type use only cols. 11 and 12)				Total Langth		NET MILES ABAN- DONED
State	Federal		Description	Type symbol	Width in feet	Length in miles	Description	Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	Total width in feet	Length in miles	(7-16)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
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U. S. GOVERNMENT PRINTING OFFICE 8-12006

PROJECT RECORD OF ROAD WIDENING

STATE OF			
FOR YEAR ENDED DECE	MBER 31, 19		
ends of			
	(Subdivision of State h	ighway system)	

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road projects should be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Projects to be reported.—This form should be used for reporting all road-construction projects in which the previously existing surface, or at least 8 feet of the width thereof, is retained as a part of the completed surface. If, however, the previously existing surface is covered with a surface treatment or bituminous mat adding 1 inch or more to the thickness of the surface, the road should be considered to have been resurfaced, and the project should be reported on Form SM-1 rather than on this form. (See mimeographed General Instructions for the Compilation of State Highway Mileage Data, p. 11.)

Road before widening.—The status of the road before widening should be given in columns 4 to 7. In column 4 the type of surface should be described and in column 5 the appropriate type symbol (A to M) should be given.

Widening operation.—Similarly, description, type symbol, and width in feet of the widening laid are to be entered in

columns 8 to 10. As there is no limit to the vertical space which may be used for a given project, any necessary description in addition to the statement of surface type may be given in column 8.

Road after widening.—In columns 11 to 16 the status of the road after widening should be given. As widening operations are frequently of a different surface type from that of the previously existing road, provision is made in columns 11 to 14 for reporting the type symbols and widths in feet of the two surface types of which the widened road may be composed. If the widening is of the same type as the previously existing road, only columns 11 and 12 should be used. The total width in feet after widening should be given in column 15 and the length in miles in column 16. It should be noted that the total width after widening is not necessarily the sum of columns 6 and 10, as a portion of the previously existing surface may have been replaced.

Net miles abandoned.—If the widening operation results in a reduction of the length of the road, the amount of this reduction (col. 7—col. 16) should be entered as "Net miles abandoned" in column 17.)

Construction of divided highways.—Widening projects so eonstructed that opposing streams of traffic are separated by a dividing strip should be fully described in column 8. The road type and width of each divided roadway and the average or prevailing width of the dividing strip or strips should be given.

Transfer of data to Form SM-4.—In transferring data to the Highway Mileage Analysis Schedule, Form SM-4, only those widening projects which result in change of surface from a single type to dual type should be considered. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

8-1200

8-12007

Form SM-3 (1938)

BUREAU OF PUBLIC ROADS

RECORD OF ROAD MILEAGE TRANSFERRED

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1937

Primary tate Hanno 5/5 em
(Indicate above the subdivision of State highway system (or other system) reported on this form)

	MILEAGE AD	DED FROM OTHER SYSTEMS					MILEAGE TRAN	SFERRED TO OTHER SYSTEMS			
System from which		Type of road		Width in	Length in miles	System to which transferred	Location	Type of road		Width in feet	Length in miles
System from which transferred	Location	Description	Type symbol	feet	miles	transferred		Description	Type symbol		Estate River
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### RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF	
FOR YEAR END	DECEMBER 31, 19
~~~	(Subdivision of State highway system)
	CERTIFICATE
	Date
I CERTIFY knowledge and	that the information contained herein is correct, to the best of my belief.
	(Signature of State official)
	(Official title)

U. S. GOVERNMENT PRINTING OFFICE 8-12007

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM-1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "eity streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the ease of those not on the designated State highway system, because of the change of routes passing through eities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM-1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM-1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In ease streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in column 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM-1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM-1.

Sheet 2 of 3 (ORIGINAL)

RECORD OF ROAD MILEAGE TRANSFERRED

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19.27

System from which transferred Location Description Description Description Type symbol Type symbol (1) (2) (3) (4) (5) (6) (7) (8) Description Type symbol (10) (11) (12)		Mileage Adi	DED FROM OTHER SYSTEMS		I well of all a			MILEAGE TRANS	FERRED TO OTHER SYSTEMS	The same		
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RECORD OF ROAD MILEAGE TRANSFERRED

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U. S. GOVERNMENT PRINTING OFFICE 8--12007

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice versa.

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM-1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the ease of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of road sections. Column 2 is provided for the use of the State highway department in ease the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM-1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM-1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in feet, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM-1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM-1.

Form SM-3 (1938)

BUREAU OF PUBLIC ROADS

RECORD OF ROAD MILEAGE TRANSFERRED

(SEE INSTRUCTIONS ON REVERSE SIDE)

Urban Extentions On Jesignated State Highway System

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19.3.7

	MILEAGE ADI	DED FROM OTHER SYSTEMS			MILEAGE TRANSFERRED TO OTHER SYSTEMS												
System from which		Type of road		Width in	Length in	System to which transferred	Location	Type of road	1	Width in	Length i						
System from which transferred	Location	Description	Type symbol	feet	miles	transferred	Documen	Description	Type symbol	feet	miles						
treets(1) in corporated Towns	Main St. Crisfield	5he//	(4) <u>F</u>	(5) ZH	(6)	(7)	(8)	(9)	(10)	(11)	(12)						
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Form SM-3 (1938)

RECORD OF ROAD MILEAGE TRANSFERRED

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
DATE
I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.
(Signature of State official)
(Official title)

U. S. GOVERNMENT PRINTING OFFICE 8-1200

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Lengths of road may be given to the nearest mile. If preferred, they may be given to the nearest tenth of a mile. Widths should be given to the nearest foot. The widths to be given are as follows: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

MILEAGE ADDED FROM OTHER SYSTEMS

The left-hand portion of this form should contain a list, classified by road types, of road mileage added to the system during the year.

System from which transferred.—In column 1 each section of road should be identified by the road system to which it belonged prior to its addition to the system which is being reported on the form. Roads may be transferred from the county or local road systems or they may be transferred from one subdivision of the State highway system to another, i. e., from the primary system to the secondary system or vice

The preferable method of making the compilation is to group together all roads added from a given system.

It is not necessary to report on this form the addition of mileage to the State highway system through construction on new location. The data to be reported on Form SM-1 sufficiently accounts for such addition of mileage. It is possible, however, that primitive or unimproved mileage not formerly included as part of any public road system, State, county, or local, will be taken up as part of the State highway system. The addition of such mileage may be reported on this form with due notation of the facts in column 1.

In reporting the addition of urban extensions to the State highway system the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system from which transferred. It may be found necessary to revise the mileage of urban extensions, particularly in the case of those not on the designated State highway system, because of the change of routes passing through cities. This revision may be accomplished by listing the new routes as "mileage added" in the left-hand portion of the form and listing the old routes as "mileage transferred to other systems" in the right-hand portion of the form. This procedure will eliminate reporting such changes as revisions or corrections.

Location.—The Washington office will make no tabulations using the location of proad sections. Column 2 is provided for the use of the State highway department in case the form is used as an office record.

Type of road, etc.—The road type, width in feet, and length in miles of each section of road added to the system should be given in columns 3 to 6. In column 3 the type of surface should be described, and in column 4 the appropriate type symbol (A to M) should be given.

The road type to be entered in columns 3 and 4 is the type of surface which existed at the time of addition to the system, i. e., if an unimproved road was taken over from the counties and given a graveled surface during the year, this road should be reported as unimproved road, type B. The data regarding surfacing placed on such added roads during the year will be reported on Form SM-1. A special case arises in States where the procedure is to construct road surfaces on secondary or local roads and to add the roads to the State highway system upon completion of the construction. The procedure in such cases should be the same as in the case of States which first take over the roads and later apply surfacing, i. e., the road type prior to surfacing should be entered in columns 3 and 4, and the construction should be reported on Form SM-1.

MILEAGE TRANSFERRED TO OTHER SYSTEMS

System to which transferred.—The right-hand portion of this form should contain a list of all road sections transferred out of the subdivision of the State highway system which is reported on the form. Roads may be transferred back to the county or local systems or they may be transferred from one subdivision of the State highway system to another.

The preferable method of making the compilation is to group together all roads transferred to a given system.

In case streets formerly included as urban extensions of the State highway system are returned to the local urban jurisdictions, the terms "city streets," "village streets," or "streets in incorporated towns" may be used to indicate the system to which transferred.

Type of road, etc.—The road type, width in fect, and length in miles of each road section transferred out of the system should be given in columns 9 to 12. In column 9 the type of surface should be described and in column 10 the appropriate type symbol (A to M) should be given.

Cross reference to Form SM-1.—The transfer of a section of road out of the State highway system may occur as the result of the construction of a new road, the old road being released to the county or local authorities or to a secondary State highway system. Such action should be reported on this form with suitable cross reference to Form SM-1.

sheet a of 3

Form SM-4 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

ORIGINAL

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1937

		CHANG	ing IN Sve	тем Отнев	THAN	11000000		21130					A	CCOUNTINO	TABLE OF	Construct	TION CHANG	GES	THE PARTY OF									
		CHANC	Const	RUCTION						time to		Type of roa	d replaced	or abandon	ed			70.7			Sumi	nary of con	struction e	hanges		NET TOTAL	Existing Mileage	
Type of Road Existing or Built	EXISTING MILEAGE AT BEGIN-	Revisions	Mileage	transfers	Net	Built on	A	В	C	D	E	F	G	Н	I	J	K	L	M		Mileage buil	t during yes	ar	Mileage	Net mileage	CHANGE IN MILEAGE	AT END OF YEAR (1+26)	TYPE OF Ro
	NINO OF YEAR	due to resurvey or former error (+ or -)	Additions from other systems	to other	changes other than con- struction (2+3-4)	new loca- tion		Unim- proved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- minous concrete and sheet asphalt	Portland cement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion		Reconstruction to same type	Total	of former types re- placed	mileage change due to construction (23-24)	-		
HIS DESCRIPTION OF THE PROPERTY OF THE PROPERT	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
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A. Primitive						**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					R.
B. Unimproved				-		**								-	-			-										C
C. Grade and drained					-						-				-		-											D.
D. Soil-surfaced													-											417	-013	-	0.23	E.
E. Gravel or stone	0.23		0./3		+0.13						-				-				-					0.10	-0./3		5.31	E.
F. Bituminous surface-treated	5.31				-				-									-							-			F.
G. Mixed bituminous										-																	1.51	G.
H. Bituminous penetration	7.57				-				-	-							-										1	
I. Bituminous concrete and sheet as- phalt	5.47									-			-			0.04	0.26				0.30		0.30			+0.30		
J. Portland cement concrete	26.43									-	0.13						0.15				0.28		0.28				26.67	
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HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF
FOR YEAR ENDER DECEMBER 31, 19
(Subdivision of State highway system)
DATE
I CERTIFY that the information contained herein is correct, to the best of my
knowledge and belief.
(Signature of State official)
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type elassification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Ilighway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM-1, SM-2, and SM-3, eare should be taken so that Form SM-4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined. From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM-1, SM-2, and SM-3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM-3; and columns 6 to 19 will be compiled by transfer of data from Forms SM-1 and SM-2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (-) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM-3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or

local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM-3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM-1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM-2. An assembly should be made from the data in column 12, Form SM-1, and column 17, Form SM-2, of the total mileage of cach type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM-1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length

Note.—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM-1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM-1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type II. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM-1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM-1 will give the two surface types involved but the construction of a dual-type road will be entered in all eases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM-2.—Construction data recorded on Form SM-2, "Project Record of Road Widening," should be entered on Form SM-4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

The following procedure should be used in transferring data from Form SM-2. The length in miles of the dual-type road as given in column 16, Form SM-2, should be entered on Form SM-4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland element concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be earried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.— The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Sheet 2 of 3

Form SM-4 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

ORIGINAL

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 193.7

		G	GES IN SYST	ти Отти	D THAN								A	CCOUNTING	TABLE OF	CONSTRUCT	TION CHANG	GES										-
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Type of Road Existing or Built	Existing Mileage at Begin-	Revisions	Mileage	transfers	Net	Built on	A	В	C	D	Е	F	G	Н	I	J	K	L	M	N	Mileage buil	t during yes	ır	Mileage	Net mileage change due to	CHANGE IN MILEAGE	MILEAGE AT END OF YEAR (1+26)	TYPE OF R
	NING OF YEAR	due to resurvey or former error (+ or -)	Additions from other systems	to other	changes other than con- struction (2+3-4)	new loca- tion		Primitive Unimproved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	Bitu- minous concrete and sheet asphalt	Portland eement concrete	Brick	Block	Dual- type	On earth roads or new loca- tion	New types replacing old surface	Reconstruction to same type	Total	of former types re- placed	change due to construction (23-24)	(5+25)	(1+26)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
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Primitive			11 35		+11.35	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	11.35	- 11.35	-	000700700=0070	В.
Unimproved			:11.35		111:00			grand a	333																	in sain		C.
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Soil-surfaced	19.61		8.50		+ 8.50	1			100		2.53									3.58		2.68					49,63	4
Gravel or stone	55.14		4.88		+ 4.88	1		2.68			13.67							-		2.00	13.67		13.67				598,83	
Bituminous surface-treated	583,96		1.20		+ 1.20						10.01									2.99	12:0.		2.99	-			5.6%	1
Mixed bituminous	2.63					0.99		2.30												4.00	~==~==		4.00			100	363.48	
Bituminous penetration	336.05		23.43			0.28		3.72											-	7:00			1		Tilly		20.3%	
Bituminous concrete and sheet as- phalt	19.78		0.54	-	+ 0.54									-						-			~				663,11	
Portland cement conerctc	663.82		0.62		+0.62														-	-						7 0.0%	000	£_ J.
Brick																				-		~						К.
Block														-						-							0 = 11	L.
Dual-type			0.54		+ 0.54			4.5						-								0 40					0.54	
Totals	1679.99		51.06		+51.06	(2.17)	100	11.35			16.65			-					Jan-19	13.52	13.97	14:00	130.17	28.00	1-2.17	753.11	1733.2	TOTALS.

Form SM-4 (1938)



HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date
I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.
(Signature of State official)
(Official litle)

8-12005

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM-1, SM-2, and SM-3, care should be taken so that Form SM-4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined. From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM-1, SM-2, and SM-3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM-3; and columns 6 to 19 will be compiled by transfer of data from Forms SM-1 and SM-2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (—) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM-3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or

local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM-3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the mileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoncd.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM-1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM-2. An assembly should be made from the data in column 12, Form SM-1, and column 17, Form SM-2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM-1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

Note.—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM-1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM-1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM-1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM-1 will give the two surface types involved but the construction of a dual-type road will be entered in all cases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM-2.—Construction data recorded on Form SM-2, "Project Record of Road Widening," should be entered on Form SM-4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

The following procedure should be used in transferring data from Form SM-2. The length in miles of the dual-type road as given in column 16, Form SM-2, should be entered on Form SM-4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. c., surface of a given type replacing surface of the same type, which are underscored in full line on the form, should be earried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.—The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Form SM-4 (1938) UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

HIGHWAY MILEAGE ANALYSIS SCHEDULE

(SEE INSTRUCTIONS ON REVERSE SIDE)

ORIGINAL

STATE OF Maryland

sheet Not of 3

FOR YEAR ENDED DECEMBER 31, 19

					Accounting Table of Construction Changes																							
		CHAN	GES IN SYS	TEM OTHER RUCTION	HAN					Children and		Type of roa	l replaced	or abandone	d	60-		3 16			Sumi	nary of eon	struction c	hanges		NET TOTAL	Existing	
Type of Road Existing or Built	EXISTING MILEAGE AT BEGIN- NING OF	Revisions	Mileage	transfers	Net	Built on new loca-	A	В	C	D	E	F	G	Н	I Bitu-	J	K	L	M	I	Mileage built	t during yes	ar	Mileage	Net mileage change	CHANGE IN MILEAGE (5+25)	MILEAGE AT END OF YEAR (1+26)	TYPE OF ROAD (symbol)
	YEAR	due to resurvey or former error (+ or -)	Additions from other systems	to other	changes other than con- struction (2+3-4)	tion	Primitive	e Unimproved	Graded and drained	Soil-sur- faced	Gravel or stone	Bitu- minous surface- treated	Mixed bitu- minous	Bitu- minous penetra- tion	minous conerete and sheet asphalt	Portland cement concrete	Brick	Block	Dual- type	On carth roads or new loca- tion	raniguilla	Reconstruction to same type	Total	of former types re- placed	due to construction (23-24)			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
	**	**	**	**	**	**	-					0.04		0.20		0.22				**	**	**	(0.1)	**	**	**	**	Abandoned.
Road abandoned		-				**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					A.,
A. Primitive					-	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**					В.
B. Unimproved																									-			C.
D. Soil-surfaced						0.56														0,56			0.56				0.56	D.
E. Gravel or stone	2.631													-		-				-					7.63			E.
F. Bituminous surface-treated	563.52										2.63			-						-	2.63		2.63	0.44	+219	tz 19.	565/11	F.
G. Mixed bituminous									-				1 24 1							_					0. 11. 11	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	/1-24 CD	G.
H. Bituminous penetration.	475.60		5.56		t5.56	1.81					-			1.28		2.05		-		1.81	2.05	1.28	5.14	14.9	- 9.71	- 4, -1	771.39	н.
I. Bituminous concrete and sheet asphalt	234.39								-			-		(1.43)	1.00	13.93	1	-	-		21.36	1100	2236	1.00	36	<u> </u>	255.75	I.
J. Portland cement concrete	955.77		3	0.42	-0.54	8.30						0.40		6.00		2.54	\ /	-		8.50	6.40	1-615.4	17.44	18.7	1-1.30	- 100	95.15	J.
K. Brick									-							-	No. of the last					*******	-			-		К.
L. Block																							-				24.56	Li.
M. Dual-type	24.56										27,07	30000		14.71		TO THE					1 - 0 1/4	11.30			110 111	+1540	2211.10	
	2256.4"	140.00	5.56	0.62	+5.02	(10.87))		1	1	12.03	10.44		114.41	11.00	18.74				10.8	104.7	1,0%	148.13	331112	170.71	1770	V	IOTALS.

0.4

227190

20051

Form SM-4 (1938)

HIGHWAY MILEAGE ANALYSIS SCHEDULE

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date
I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.
(Signature of State official)
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and corresponding symbols, A to M, are given in the left-hand portion of this form. For definitions of types, see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths of road.—All road mileages tabulated on this form should be entered to the nearest mile. In transferring data given to tenths of miles on Forms SM-1, SM-2, and SM-3, care should be taken so that Form SM-4 shall add correctly both vertically and horizontally.

General instructions.—The purpose of this form is to give a complete account of all mileage changes occurring during the year so as to establish a definite relation between the existing mileage of each road type at the beginning of the year and the existing mileage of each type at the end of the year. The first portion of the form, columns 2 to 5, should be used to account for changes in existing mileage not resulting from construction, including transfers to and from the system, and any necessary revisions due to resurvey or former error. The second portion of the form, columns 6 to 25, is an accounting table of construction changes by means of which the number of miles of each type constructed during the year and the number of miles of each type retired or abandoned during the year are determined: From this information the net change in the mileage of each type resulting from construction is evaluated. Addition of mileage changes due to construction and those due to other causes gives the total change in the mileage of each type during the year (column 26).

All data on mileage changes, with the exception of revisions (column 2), should be compiled on Forms SM-1, SM-2, and SM-3, according to the instructions given for those forms. Columns 3 and 4 of this form will be compiled by transfer of data from Form SM-3; and columns 6 to 19 will be compiled by transfer of data from Forms SM-1 and SM-2.

Column 1.—The existing mileage on the system at the beginning of the year (January 1) should be listed by types in column 1. In compiling the form for 1937 the mileages should be those developed on Conversion Schedule No. 2, as a result of reclassifying mileages according to the new types. In compiling the form for subsequent years the mileages given in column 1 should be identical with the mileages reported for the end of the previous year in column 27 of this form as executed for that year.

Column 2.—In this column should be entered any revisions of existing mileage reported for the end of the previous year which are necessary because of resurvey or previous error in reporting. In compiling the data for 1937 no use should be made of this column, as all revisions should be accounted for on Conversion Schedule No. 2, with the result that the data entered in column 1 will be the existing mileage as of January 1, 1937, as adjusted and corrected.

Every effort should be made to avoid the necessity of making revisions in existing mileage. If the instructions are followed correctly each year, columns 3 and 4 and columns 6 to 19 will be found adequate to account for all mileage changes. If revisions are unavoidable the form should be accompanied by notes explaining the reasons for the revisions made. Revisions having the effect of increasing the existing mileage of a given type should be preceded by a plus (+) sign. Revisions having the effect of decreasing the existing mileage of a given type should be preceded by a minus (-) sign.

Mileage transfers.—The mileage of all roads added to the system during the year, as recorded on Form SM-3, should be assembled by types, and the total mileage of each type added during the year should be entered in column 3. The amounts entered in this column should include both mileage added from county or

local road systems and mileage transferred from other subdivisions of the State highway system. All road mileages should be entered as of the surface type existing prior to construction by the State highway department during the year.

The mileage of all roads transferred out of the system during the year, as recorded on Form SM-3, should be assembled by types and the total mileage of each type transferred out of the system during the year should be entered in column 4. The amounts entered in this column should include both mileage transferred to county or local systems and mileage transferred to other subdivisions of the State highway system.

Column 5.—The total change in mileage of each type indicated by the entries in columns 2, 3, and 4 should be entered in column 5. Corresponding entries in columns 2 and 3 should be added, with due regard to the algebraic sign preceding entries in column 2; and the entries in column 4 should be deducted.

ACCOUNTING TABLE OF CONSTRUCTION CHANGES

Columns 6 to 19 are provided as a means of accounting for all changes in the inileage of each road type which result from road construction, including also all road abandonments, whether resulting from construction or not.

Road abandoned.—Road abandonments may be divided into two classes: (1) Reductions in length, generally small in amount, occurring when an existing surface is replaced by a new surface of less length, and (2) the abandonment of a road because of disuse or other reason without new construction. Both types of abandonment should be recorded on Form SM-1 according to the instructions given for that form; and abandonments of the first type occurring as a result of road widening should be recorded on Form SM-2. An assembly should be made from the data in column 12, Form SM-1, and column 17, Form SM-2, of the total mileage of each type abandoned during the year; and these mileages should be entered under the proper types in columns 7 to 19.

Mileage built on new location.—From the data given on Form SM-1 an assembly should be made of the total mileage of each type constructed on new location during the year, and these totals should be entered against the proper types in column 6. The amounts entered in this column should include not only the mileage constructed entirely on new location but also any additions in mileage of a given type occurring when an old surface is replaced by a new surface of greater length.

Note.—If a section of road is built on new location, but replaces an existing road which is abandoned upon completion of the project, such construction should not be entered as having been built on new location but should be entered as construction of new surface replacing old surface. See instructions for Form SM-1, under heading "Net miles abandoned."

New surface replacing old.—From the data given in column 11, Form SM-1, an assembly should be made which will give the total mileage of each surfaced type, C to M, which replaced mileages of each type, A to M. The total mileage in each group thus assembled should be entered in the column (7 to 19) representing the surface type replaced and opposite the side heading (C to M) representing the surface type built. For example, if 100 miles of portland cement concrete road was built during the year to replace gravel road, the entry of 100 should be placed in column 11 (type E, gravel or stone) and on the line opposite the side heading "J. Portland cement concrete." If 50 miles of bituminous penetration road was reconstructed to the same type during the year, the entry of 50 should be made in column 14 opposite the side heading for type H. Application of this procedure will account for the total mileage of each type built to replace existing roads of types A to M.

It should be noted that all amounts to be entered in this manner are obtained from column 11, Form SM-1. Differences in length between road built and road replaced are accounted for under "Road abandoned" and "New location," as previously explained.

Construction of dual-type roads.—Dual-type roads, existing and built, are to be reported as type M regardless of the character of the two types of which the dual surface is composed. Information on Form SM-1 will give the two surface types involved but the construction of a dual-type road will be entered in all cases opposite the side heading for type M. If a dual-type road is resurfaced, such resurfacing should be entered in column 19 opposite type M, whether or not the two surface types composing the new surface are the same as the two surface types composing the surface replaced.

Transfer of data from Form SM-2.—Construction data recorded on Form SM-2, "Project Record of Road Widening," should be entered on Form SM-4 only when it is necessary to record that an existing surface of a given type was replaced by a dual-type surface. Widening of the same type as the previously existing surface, or widening of a previously existing dual-type road, should not be entered on Form SM-4.

The following procedure should be used in transferring data from Form SM-2. The length in miles of the dual-type road as given in column 16, Form SM-2, should be entered on Form SM-4 in the column representing the surface type of the previously existing single-type road and on the line opposite the side heading "M. Dual-type."

For example, if an existing 20-foot bituminous penetration road was widened by the addition of 10-foot portland cement concrete lanes on either side, the length of the road after widening being 10 miles, the entry of 10 should be made in column 14 opposite type M.

Summary of construction changes.—Mileage changes resulting from construction, should be summarized in columns 20 to 25. The entries in columns 6 to 19 should be added horizontally and the totals entered in column 23, "Total mileage built during year." The total of the line "Road abandoned" is to be placed within parentheses to indicate that this item should not be included in the total of mileage built at the bottom of the form.

The entries in columns 6, 7, 8, and 9 are to be added horizontally and the totals entered in column 20, "Mileage built on earth roads or new location"; with the exception that reconstruction of graded and drained road, i. e., type C replacing type C, should be omitted from these totals.

Entries representing reconstruction, i. e., surface of a given type replacing surface of the same type, which are underseored in full line on the form, should be carried across to column 22, "Reconstruction to same type."

Entries in column 21, "New types replacing old surface," may be obtained by deducting the entries of columns 20 and 22 from the corresponding entries of column 23. This computation may be checked by horizontal addition of columns 10 to 19, omitting in each line the reconstruction item, underscored in full line.

The entries in columns 6 to 19 should be added vertically. The totals of columns 7 to 19 should be entered against the proper type symbols in column 24, i. e., the total of column 7 should be entered on the line provided for type A, etc. Parentheses are provided for the total of column 6 to indicate that this total should not be transferred to column 24.

The entries in column 24, representing the mileage of former types replaced, should be subtracted from the corresponding entries in column 23, and the difference entered in column 25, "Net change in mileage due to construction."

Columns 26 and 27.—The entries in column 26, representing the net total change in mileage during the year, are obtained by adding corresponding entries in columns 5 and 25. Addition of corresponding entries in columns 1 and 26 will give the existing mileage at the end of the year, which should be entered in column 27.

Asterisks indicating no entry.—Asterisks are printed in certain columns and opposite certain lines to indicate that no entries are possible in these places. Possible entries against the line "Road abandoned" are confined to columns 7 to 19 and column 23, since these columns will account for all road abandonments. Asterisks are entered on the lines representing types A and B in columns 6 to 23, since these columns deal with road construction and it is, by definition, impossible to report a primitive or unimproved road as having been built.

Form SM-5 (1938)



UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

SEE INSTRUCTIONS ON REVERSE SIDE

STATE	OF	
D A Z A A A A	O.T.	

FOR YEAR ENDED DECEMBER 31, 19.....

		RURAL ROADS	Under State	Control		URBAN EXT	ENSIONS OF STAT SYSTEM	E HIGHWAY	TOTAL DESIG-	
Type of Road	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total	NATED STATE HIGHWAY SYSTEM	AND STREETS REPORTED (5+8)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved						,				
C. Graded and drained										
D. Soil-surfaced										
E. Gravel or stone						-				
F. Bituminous surface-treated						-				
G. Mixed bituminous	-									
H. Bituminous penetration I. Bituminous concrete and sheet asphalt		***************************************								
J. Portland eement concrete.										
K. Brick										
L. Block									-	
, Dual-type										
TOTAL										

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF	
FOR YEAR ENDED	DECEMBER 31, 19
	(Subdivision of State highway system)
	CERTIFICATE
	Date
I CERTIFY that and belief.	the information contained herein is correct to the best of my knowledge
	(Signature of State official)
8—12011	(Official title)

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the existing mileage, by types, at the end of the year, on each subdivision of the State highway system and its urban extensions. The form should be compiled by entering in each indicated column the data given in column 27 of Form SM-4, as executed for each of the subdivisions of the State highway system and its urban extensions.

All road mileages should be entered on this form to the nearest mile.

Rural roads under State control.—In ease there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of existing mileage on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage of rural roads under State control.

Urban extensions of State highway system.—Mileages on extensions of the State highway system through cities and other incorporated places should be entered in columns 6 and 7. Mileages on streets which are a part of the designated State highway system should be entered in column 6. Mileages on streets connecting the State highway system which are not a part of the designated State highway system should be entered in column 7. If mileages in both classes are reported in a given State, the entries in columns 6 and 7 should be added to give totals in column 8.

For further description and definitions of urban extensions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Total designated State highway system.—In column 9 should be entered the total mileage on the designated State highway system. The columns which should be added to give the figures to be entered in column 9 will vary from State to State. In a State which has no secondary State highway system or other secondary roads under State control, the entries in column 9 will be obtained by adding the entries in columns 1 and 6. In case there is a secondary State highway system legally designated as such, column 9 should include the entries in column 2. A State-aid system may or may not be a part of the designated State highway system, the decision depending upon the extent of control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, connecting streets not on the designated State highway system should not be included in column 9.

Total roads and streets reported.—In column 10 should be entered the total mileage by types on the entire State highway system and its urban extensions, including all subdivisions reported. Entries in column 10 should be the sums of entries in columns 5 and 8.



UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

SEE INSTRUCTIONS ON REVERSE SIDE

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1931.

Historia de la Comercia		RURAL ROADS U	Under State	CONTROL		URBAN EXT	ensions of Stat System	E HIGHWAY	TOTAL DESIGNATED STATE HIGHWAY SYSTEM	TOTAL ROADS AND STREETS REPORTED (5+8)
Type of Road	Primary State highway system	Secondary State highway system	State-aid system	County or local roads under State control	Total	On designated State highway system	Connecting streets not on designated system	Total		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
A. Primitive										
B. Unimproved										
C. Graded and drained										
D. Soil-surfaced	0.56	31,36			31.92				31.92	31.92
E. Gravel or stone		49.63			49.63	0.23		0.23	49.86	49.86
F. Bituminous surface-treated	565.71	598.83			1164.54	5.31		5.31	1169.85	1169.85
G. Mixed bituminous	************	5.62			5.62		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		5.62	5.62
I. Bituminous penetration	471.39	36348			834.87	7.57		7.57	842.44	842.44
I. Bituminous concrete and sheet asphalt	255.75	20.32	o e = + = o = o = o = o = o = o = o = o = o		276.07	5.17		5.17	281.84	281.84
J. Portland cement concrete	953,93	663.44			1617.37	26.67		26.67	1644.04	1644.04
7. Brick						1.78		1.78	1.78	1.78
L. Block										D==0000000+00=0
*, Dual-type	24.56	0.54			25.10	1.35		1,35	26. 45	26.45
		1733.22			4005.12	48.68		48.68	4053.80	4053.80



SUMMARY OF STATE HIGHWAY MILEAGE EXISTING

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date
I CERTIFY that the information contained herein is correct to the best of my knowledge and belief.
(Signature of State official)
8—12011 (Official title)

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the existing mileage, by types, at the end of the year, on each subdivision of the State highway system and its urban extensions. The form should be compiled by entering in each indicated column the data given in column 27 of Form SM-4, as executed for each of the subdivisions of the State highway system and its urban extensions.

All road mileages should be entered on this form to the nearest mile.

Rural roads under State control.—In case there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of existing mileage on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage of rural roads under State control.

Urban extensions of State highway system.—Mileages on extensions of the State highway system through cities and other incorporated places should be entered in columns 6 and 7. Mileages on streets which are a part of the designated State highway system should be entered in column 6. Mileages on streets connecting the State highway system which are not a part of the designated State highway system should be entered in column 7. If mileages in both classes are reported in a given State, the entries in columns 6 and 7 should be added to give totals in column 8.

For further description and definitions of urban extensions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Total designated State highway system.—In column 9 should be entered the total mileage on the designated State highway system. The columns which should be added to give the figures to be entered in column 9 will vary from State to State. In a State which has no secondary State highway system or other secondary roads under State control, the entries in column 9 will be obtained by adding the entries in columns 1 and 6. In case there is a secondary State highway system legally designated as such, column 9 should include the entries in column 2. A State-aid system may or may not be a part of the designated State highway system, the decision depending upon the extent of control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, connecting streets not on the designated State highway system should not be included in column 9.

Total roads and streets reported.—In column 10 should be entered the total mileage by types on the entire State highway system and its urban extensions, including all subdivisions reported. Entries in column 10 should be the sums of entries in column 5 and 8.

Form SM-6 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

(ORIGINAL)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryand

FOR YEAR ENDED DECEMBER 31, 19.2.7

	C	N RURAL RO	ADS UNDER	STATE CONTRO)L	On Urb		NS OF STATE	HIGHWAY	TOTAL MILEAGE	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPEC- IFY)		TOTAL REPORTED
Type of Road Built	Primary	Secondary	State-aid	County or local roads	Total	On desig- nated State highway system	On connecting streets not on designated system		Total	BUILT ON DESIGNATED STATE HIGHWAY			
	State high- way system	State high- way system	system	under State control	Total		By State highway department	By eity authorities	Total	System			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
C. Graded and drained													
D. Soil-surfaced	0.56	3.25			3.81					3,81			3/8/
E. Gravel or stone		6.26			6.26					6.26		,	6:25
F. Bituminous surface-treated	2.63	13.67			16.30					16.30			16.30
G. Mixed bituminous		2.99			2.99					2.99			2.19
H. Bituminous penetration	5.14	4.00			9.14					9.14			9.14
I. Bituminous concrete and sheet asphalt	22.36				72.36	0.30			0.30	22,66			7.2.66
J. Portland cement concrete	17.44				17:44	0.28			0.28	11:72			
K. Brick													
L. Block													
M. Dual-type										4.0			
Тотац	48.13	30.17			1830	0.58			0.58	18.88			75.38

Form SM-6

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF	
FOR YEAR ENDED DECEMBER 31, 19	
(Subdivision of State highway system)	
CERTIFICATE	
Date, 19)
I CERTIFY that the information contained herein is conto the best of my knowledge and belief.	rrect,
(Signature of State official)	
(Official title)	

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the total mileage of each type built during the year on each subdivision of the State highway system and its urban extensions. The data will be obtained from column 23 (total mileage built during year) of Form SM-4 as executed for each of the subdivisions; and entered in the proper column of Form SM-6.

Mileage built on rural roads under State control.—In case there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of mileage built on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage built on rural roads under State control.

Mileage built on urban extensions of State highway system.—
In column 6 should be entered the inileage built, in cities or incorporated places, on streets which are a part of the designated State highway system. Mileage built on streets connecting the State highway system, but which are not designated as a part of that system, should be entered in columns 7 and 8. Mileage built by the State highway department on such streets should be entered in column 7. Mileage built on such streets by city authorities should, if reported, be entered in column 8. Totals of the entries in columns 6, 7, and 8 should be entered in column 9 to give the total mileage built on urban extensions of the State highway system.

Total mileage built on designated State highway system.—
The columns making up the totals to be entered in column 10 will vary from State to State. The entries in columns 1 and 6 should be included in all cases. If there is a secondary State highway system the mileages on that system should also be included in column 10. In the case of a State-aid system the question of whether it is a part of the designated State highway system is dependent upon the extent of the control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, mileage built on connecting streets not on the designated State highway system should not be included in column 10.

Other mileage built by State highway department.—Many State highway departments build, with Federal or State funds, secondary or feeder roads which are not a part of the State highway system or of any system under State control. Roads may also be built in State parks or forests which are not a part of the State highway system or of county or local road systems. Such construction by the State highway department should be reported by types in columns 11 and 12. Column headings should be inserted to indicate the road system or systems upon which such construction was placed, i. e., county roads, township roads, State forest roads, park roads, etc. In case more than two columns are needed for a proper subdivision of such activities a supplementary statement may be supplied and attached to the form.

Total reported.—In column 13 should be entered the total of all road construction reported on this form. 8—12012

Form SM-6 (1938)

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

(ORIGINAL)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF

FOR YEAR ENDED DECEMBER 31, 19.....

	O	N RURAL RO.	ADS UNDER	STATE CONTRO	L	On Urba	AN EXTENSION Sys	NS OF STATE I	Highway	TOTAL MILEAGE	OTHER MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT (SPEC- IFY)			
TYPE OF ROAD BUILT	Primary	Primary	Secondary	State-aid	County or local roads	T-4-1	On designated State	On connect not on system	ting streets designated	(T)-(-)	BUILT ON DESIGNATED STATE HIGHWAY			TOTAL REPORTED
	State high- way system	State high- way system	system	under State control	Total	highway system	By State highway department	By city authorities	Total	System				
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	
C. Graded and drained					P-0				· · · · · · · · · · · · · · · · · · ·	-				
D. Soil-surfaced									· · · · · · · · · · · · · · · · · · ·					
E. Gravel or stone												·		
F. Bituminous surface-treated											**	~~~~~~~~~		
G. Mixed bituminous														
H. Bituminous penetration														
I. Bituminous concrete and sheet asphalt														
J. Portland cement concrete														
K. Brick		1				B								
L. Block						1000								
	10000													
M. Dual-type														

Form SM-6 (1938)

SUMMARY OF STATE HIGHWAY MILEAGE BUILT

STATE OF
CANONIA
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date 19
I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.
(Signature of State official)
(Official title)

INSTRUCTIONS

Data to be reported.—This is a summary form in which should be given the total mileage of each type built during the year on each subdivision of the State highway system and its urban extensions. The data will be obtained from column 23 (total mileage built during year) of Form SM-4 as executed for each of the subdivisions; and entered in the proper column of Form SM-6.

Mileage built on rural roads under State control.—In case there is no secondary road system under the effective control of the State highway department with respect to construction and maintenance, entries under this heading will be made only in column 1 and column 5. In case there is a secondary system, the statement of mileage built on that system will be entered in column 2, 3, or 4, according to the title and character of the system. For further discussion and definitions see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Mileages entered in columns 1 to 4 should be added horizontally to give in column 5 the total mileage built on rural roads under State control.

Mileage built on urban extensions of State highway system.—
In column 6 should be entered the mileage built, in cities or incorporated places, on streets which are a part of the designated State highway system. Mileage built on streets connecting the State highway system, but which are not designated as a part of that system, should be entered in columns 7 and 8. Mileage built by the State highway department on such streets should be entered in column 7. Mileage built on such streets by city authorities should, if reported, be entered in column 8. Totals of the entries in columns 6, 7, and 8 should be entered in column 9 to give the total mileage built on urban extensions of the State highway system.

Total mileage built on designated State highway system.—
The columns making up the totals to be entered in column 10 will vary from State to State. The entries in columns 1 and 6 should be included in all cases. If there is a secondary State highway system the mileages on that system should also be included in column 10. In the case of a State-aid system the question of whether it is a part of the designated State highway system is dependent upon the extent of the control exercised by the State highway department with respect to construction and maintenance. In general, county or local roads under State control will not be considered as part of the designated State highway system. By definition, mileage built on connecting streets not on the designated State highway system should not be included in column 10.

Other mileage built by State highway department.—Many State highway departments build, with Federal or State funds, secondary or feeder roads which are not a part of the State highway system or of any system under State eontrol. Roads may also be built in State parks or forests which are not a part of the State highway system or of county or local road systems. Such construction by the State highway department should be reported by types in columns 11 and 12. Column headings should be inserted to indicate the road system or systems upon which such construction was placed, i. e., county roads, township roads, State forest roads, park roads, etc. In ease more than two columns are needed for a proper subdivision of such activities a supplementary statement may be supplied and attached to the form.

Total reported.—In column 13 should be entered the total of all road construction reported on this form. 8—12012



EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1937

Primari State Highway System (or other system) reported on this form)

		DUAL-TY	PE ROADS						Dr	VIDED HIGHW	AYS			
	Road types	and widths					Types	s and widths						
First	type	Second type		Total width in miles		First roadway		Second roadway		Third roadway		Total surfaced width in	Average width of dividing	Length in miles
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips	mues
(1)	(2)	3)	(2-10)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
T	20	J	20	40	8.63	J	20	J	20			40	6'	3.03
Н	16	Ĵ	(2 Var)	40	0.40	CH	16 (2-Var)							
H			54	70	0.09	U	24	J	40			80	12'	0.40
	(2-12.57)	Н	15	40	0.63	CH	16 (2 Var)							
I	20	J	(2-10-)	40	0.62	30	(2 Var) 54	J	40			110	1.2	0.09
I	20	J	(2.10') 20 (2.70)	40	1.83	I	32	I	29			61	21'	1,19
I	20	J	(2-70) 20 (2-70)	40	0.25	J	20	J	20			40	30	10.99
4.	20	J	(2-10) 20 (2-10)	40	0.37									-
I	16		20	36	2.86	=4000~=====			-					-
I	22	J	10	3%	0.54									-
J	(2-16	Н	14	30	0.97									
I	20	J	(2-10) 20 (2-10)	40	5,59									
7	20	J	20	40	1.59									
J	21	I	15	86	0.19									
									-					
									,					
											-			
							**************				_			
														7
											_			-
									~ ~~~~~~~~~				-	
									-					
				Total	2456	The state of								



EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

STATE OF	
FOR YEAR ENDED DECEMBER 31, 19	
(Subdivision of State highw	ay system)
CHDWING AM	
CERTIFICAT	E
	Date
I CERTIFY that the information contained herein and belief.	n is correct to the best of my knowledge
	(Signature of State official)
8—12008	(Official title)

INSTRUCTIO

Subdivisions of State highway system.—Copies of this form should be executed for each

Subdivision of the State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile. The widths to be given are as follows: For graded and drained roads (type C), the width should be given as a sufficient of the surfaced road way.

The widths to be given are as follows: For graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Description of form.—This form is divided into two parts. The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM-4 and SM-5. Form SM-4 should be recorded by mileage of the system is religiously the mileage of dual-type roads and divided assemble for all surfaces of dual-type roads and divided.

account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM-4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form

tive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, to devote each line to the description of a single section of dual-type road.

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries minous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

Column 1 (type symbol)	J .
Column 2 (width)	22
Column 3 (type symbol)	H
Column 4 (width)	20
Column 5 (total width)	42 -
Column 6 (length)	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM-4.

DIVIDED HIGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such roads should also be reported as divided highways.

Method of listing.—The data should be copposed in the form of a description list.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additional vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as

S.	-
Column 7 (type symbol)	J
Column 8 (width)	20
Column 9 (type symbol)	J
Column 10 (width)	20
Column 13 (total width)	40
Column 14 (dividing strip)	30
Column 15 (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to us three lines to report the given road. The type symbols and widths of the two surfact composing the divided roadway should be recorded on two successive lines, and the total width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary circumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.

ORIGINAL

0.68

24.56

K. Brick L. Block.....

M. Dual-type...

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19 3

*	TOTAL	ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																	
TYPE OF ROAD	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	ACT ALL DE
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced.	0.56		-			0.56													
E. Gravel or stone			-		,											_~=====================================			
F. Bituminous surface-treated	565.71		214,92	335,31	3.91	10.47	0.17	0.02		0.07		0.44	0.40						
G. Mixed bituminous			-											1 211					
H. Bituminous penetration	471.39					316.27								0.34					
I. Bituminous concrete and sheet asphalt.	255.75					122.80				19.03	1.02	1.28	0.18	13.14				0./3	1.56
J. Portland cement concrete	953.93	32.95	403.29	229.38	110.75	12717	3.46	4.98	2.40	9,07		0.70	2.20	19.83	1.84		0,41		

U. S. GOVERNMENT PRINTING OFFICE 8-12013

1.02

1.51

29.68

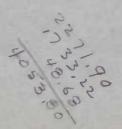
4.69

17.63

50.99

1.84

0.41



2271.90 32.95 680.80 600.60 158.83 577.27 74.07 48.35 2.53

Form SM-7 (1938)

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF
FOR YEAR ENDED DECEMBER 31, 19
(Subdivision of State highway system)
CERTIFICATE
Date
I CERTIFY that the information contained herein is correct, to the best of my knowledge and belief.
(Signature of State official)
(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of the form. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—All mileages reported on this form should be given to the nearest mile. In entering road mileages according to road type and width, the following definitions of widths of road should be followed: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Data to be reported.—The total existing mileage on the system at the end of the year should be listed by types in column 1. The entries in column 1 should be identical with the entries in column 27, Form SM-4, as executed for the given subdivision of the State highway system or urban extensions

In columns 2 to 19 there should be entered the total mileage of each type having the widths in feet indicated by the headings of these columns.

In case any roads are reported having a width of 60 feet or over, the actual widths of such roads should be given in notes to the form.

In reporting the width of a divided highway (see instructions for Form SM-8) the width given should be the total

width of the two or more surfaced roadways of which the divided highway is composed.

Explanation of widths selected.—Widths of surface from 9 to 11 feet or multiples of such widths are regarded as furnishing full lanes of greater or less adequacy, and widths of from 16 to 17 feet are regarded as the narrowest classifiable as two-lane surfaces. Other widths, not included within the above indicated limits, are regarded as involving fractional lanes, and therefore generally uneconomical. These are the 23-26-foot and the 34-35-foot groups on the form.

Procedure in case of incomplete data.—In case data are not available for a complete subdivision of road mileages by surface width, the form should be compiled as completely as the available information permits. As a minimum, a compilation should be made classifying the mileage of each road type according to the number of traffic lanes. In such a compilation the following designations should be used:

Less than 2 lanes;

2 lanes and less than 3;

3 lanes and less than 4;

4 lanes and less than 5;

5 lanes and less than 6;

6 lanes and over.

Columns 3, 8, 12, 15, 17, and 19 should be used in making the tabulation by number of lanes, as these are the critical widths according to the definitions given above. The headings to these columns should be crossed out and the legends indicating the number of lanes, as stated above, should be entered at the left of each column used.

ORIGINAL

UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 1937

(-	S. C	O. L. VI.	9 1	
DECARAGE	ry VTate	Tigrwa	Lystem	
(Indicate abov	e the subdivision of Stat	e highway system (o	r other system) reported on this	form)

	TOTAL						ENTER B	ELOW THE N	UMBER OF M	LES OF EACH	TYPE HAVI	ING THE FOLLO	WING WIDTH	s in Feet					
TYPE OF ROAD	EXISTING MILEAGE	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved					-,	~=======													
C. Graded and drained																			
D. Soil-surfaced	31.36			28.20															
E. Gravel or stone	49.63	0.42		42.05								-							
F. Bituminous surface-treated	198.83	8.51	208.93	375.68	3.39						-+		0.15	0.30					
G. Mixed bituminous	5,62		0,51	4.12		0.99											0 / 1		
H. Bituminous penetration	363.48	0.67	86.45	186.14	25.47		1,62	6.02		0.34		1.66		A 500			0.61		
I. Bituminous concrete and sheet asphalt.	20.32		4.91	5,13	3.26					0.59		0.84		0.05		0.33		w=====================================	
J. Portland cement concrete	663,44	72.67	258.55	213.99	36,53	15.04	0.72	1:72	0.76	1.58		1.10	0,66	0:12					
K. Brick.																			
L. Block																			
M. Dual-type	0.54													1 29		0.54			
Total	1733.22	82.27	569.67	915.31	68,65	17.61	7.34	7,74	0.76	2.51		3.60	0.81	0.47		0.87	0.61		

Form SM-7

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

STATE OF	
FOR YEAR ENDEN DECEMBER 31, 19	
(Subdivision of State high	way system)
CERTIFICA	TE
	Date
I CERTIFY that the information contained here and belief.	ein is correct, to the best of my knowledge
	(Signature of State official)
	(Official title)

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type elassification of roads and the corresponding symbols, A to M, are given in the left-hand portion of the form. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—All mileages reported on this form should be given to the nearest mile. In entering road mileages according to road type and width, the following definitions of widths of road should be followed: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Data to be reported.—The total existing mileage on the system at the end of the year should be listed by types in column 1. The entries in column 1 should be identical with the entries in column 27, Form SM-4, as executed for the given subdivision of the State highway system or urban extensions.

In columns 2 to 19 there should be entered the total mileage of each type having the widths in feet indicated by the headings of these columns.

In ease any roads are reported having a width of 60 feet or over, the aetual widths of such roads should be given in notes to the form.

In reporting the width of a divided highway (see instructions for Form SM-8) the width given should be the total

width of the two or more surfaced roadways of which the divided highway is composed.

Explanation of widths selected.—Widths of surface from 9 to 11 feet or multiples of such widths are regarded as furnishing full lanes of greater or less adequacy, and widths of from 16 to 17 feet are regarded as the narrowest elassifiable as two-lane surfaces. Other widths, not included within the above indicated limits, are regarded as involving fractional lanes, and therefore generally uneconomical. These are the 23–26-foot and the 34–35-foot groups on the form.

Procedure in case of incomplete data.—In ease data are not available for a complete subdivision of road mileages by surface width, the form should be compiled as completely as the available information permits. As a minimum, a compilation should be made classifying the mileage of each road type according to the number of traffic lanes. In such a compilation the following designations should be used:

Less than 2 lanes;

2 lanes and less than 3;

3 lanes and less than 4;

4 lanes and less than 5;

5 lanes and less than 6;

6 lanes and over.

Columns 3, 8, 12, 15, 17, and 19 should be used in making the tabulation by number of lanes, as these are the critical widths according to the definitions given above. The headings to these columns should be crossed out and the legends indicating the number of lanes, as stated above, should be entered at the left of each column used.

ORIGINAL

Form SM-7 (1938)

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UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

(SEE INSTRUCTIONS ON REVERSE SIDE)

Urban Extensions on Designated State Highway System (Indicate above the subdivision of State highway system (or other system) reported on this form)

STATE OF Maryland

FOR YEAR ENDED DECEMBER 31, 19.3.7

	TOTAL		ENTER BELOW THE NUMBER OF MILES OF EACH TYPE HAVING THE FOLLOWING WIDTHS IN FEET																
Type of Road	Existing Mileage	Under 12	12 to 15	16 to 17	18 to 19	20 to 21	22	23 to 26	27 to 29	30 to 32	33	34 to 35	36 to 39	40 to 43	44	45 to 49	50 to 54	55 to 59	60 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
A. Primitive																			
B. Unimproved																			
C. Graded and drained																			
D. Soil-surfaced																			
E. Gravel or stone	0.23		0.23																
F. Bituminous surface-treated	5.31		2.31	0,40	0.37	0.24			1,39					0.60					
G. Mixed bituminous																			
H. Bituminous penetration	7.57	-		0.83	0.38	3.93	0.81	1.09					0115	0.38					
I. Bituminous concrete and sheet asphalt.	5.77		1.56	1,10		1.17		0.76	0.47		0.16	0.29	0.26			* 10			
J. Portland cement concrete	26.67		6.96	1.65	6.37	4:44		2.0]	1.96	1.06	0.34	0.31	0.08	1.31		01/8			
K. Brick	1:18	-				0.39		0.20	0.37	0.08		0.63	0.11						
L. Block																			
M. Dual-type	1,35											0.19		0.88					0.28
TOTAL	48.68		11.06	3.98	7.12	10.17	0.81	4.06	4.19	1114	0.50	1172	0.60	3.17		0.18			0.28

Form SM-7 (1938)

EXISTING MILEAGE CLASSIFIED BY TYPE AND WIDTH OF ROAD

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FOR YEAR ENDED DECE	MBER 31, 19	
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	(Subdivision of State highway system)	1 400
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	CERTIFICATE	
	DATE -	
224		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
I CERTIFY that the	information contained herein is correct, t	o the best of my knowledge
and belief.		
	(Signature of 8	State official)
	(Officia	l title)
- por 1 33		
	and the second second	

INSTRUCTIONS

Subdivisions of State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of the form. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—All mileages reported on this form should be given to the nearest mile. In entering road mileages according to road type and width, the following definitions of widths of road should be followed: For primitive or unimproved roads (types A and B), the width of the traveled way; for graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

Data to be reported.—The total existing mileage on the system at the end of the year should be listed by types in column 1. The entries in column 1 should be identical with the entries in column 27, Form SM-4, as executed for the given subdivision of the State highway system or urban extensions.

In columns 2 to 19 there should be entered the total mileage of each type having the widths in feet indicated by the headings of these columns.

In case any roads are reported having a width of 60 feet or over, the actual widths of such roads should be given in notes to the form.

In reporting the width of a divided highway (see instructions for Form SM-8) the width given should be the total

width of the two or more surfaced roadways of which the divided highway is composed.

Explanation of widths selected.—Widths of surface from 9 to 11 feet or multiples of such widths are regarded as furnishing full lanes of greater or less adequacy, and widths of from 16 to 17 feet are regarded as the narrowest classifiable as two-lane surfaces. Other widths, not included within the above indicated limits, are regarded as involving fractional lanes, and therefore generally uneconomical. These are the 23-26-foot and the 34-35-foot groups on the form.

Procedure in case of incomplete data.—In case data are not available for a complete subdivision of road mileages by surface width, the form should be compiled as completely as the available information permits. As a minimum, a compilation should be made classifying the mileage of each road type according to the number of traffic lanes. In such a compilation the following designations should be used:

Less than 2 lanes;

2 lanes and less than 3;

3 lanes and less than 4;

4 lanes and less than 5;

5 lanes and less than 6;

6 lanes and over.

Columns 3, 8, 12, 15, 17, and 19 should be used in making the tabulation by number of lanes, as these are the critical widths according to the definitions given above. The headings to these columns should be crossed out and the legends indicating the number of lanes, as stated above, should be entered at the left of each column used.

Form SM-8



UNITED STATES DEPARTMENT OF RICULTURE BUREAU OF PUBLIC ROADS



EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

(SEE INSTRUCTIONS ON REVERSE SIDE)

STATE OF Maryland

		DUAL-TY	PE ROADS		ALC: I VIII	DIVIDED HIGHWAYS									
	Road types	and widths					Types	and widths	of divided road	ways					
First	type	Secon	nd type	Total width in	Length in miles	First r	oadway	Second	roadway	Third	roadway	Total surfaced width in	Average width of dividing	Length in miles	
Type symbol	Width in feet	Type symbol	Width in feet	feet		Type symbol	Width in feet	Type symbol	Width in feet	Type symbol	Width in feet	feet	strips		
(1)	(2)	3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
-J-K.	20-21	J	16-24	36-45	0.54	I	24	J	24			48	42	0.33	
			10.70	<u> </u>		J	12	V	12			24	20	0.4	

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### EXISTING MILEAGE OF DUAL-TYPE ROADS AND DIVIDED HIGHWAYS

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STATE OF	, market 1984			1 bis	
					Lolling
FOR YEAR ENDED DECK	EMBER 31, 19		(12)	7607	
St. Like	The Real Property lies			1 68	
	(Subdivision	of State high	way system)	1 31	
					1
	CE	RTIFICA'	TE .	-	
			DATE .		
1 1 M					
			(Signature of	State official)	
812008	No. of the last of		(Officia	l title)	
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#### INSTRUCTIO

Subdivisions of State highway system.—Copies of this form should be executed for each

Subdivision of the State highway system.—Copies of this form should be executed for each subdivision of the State highway system and its urban extensions. See mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Road types and symbols.—The type classification of roads and the corresponding symbols, A to M, are given in the left-hand portion of Form SM-4. For definitions of types see mimeographed General Instructions for the Compilation of State Highway Mileage Data.

Lengths and widths.—Road mileages on this form should be given to the nearest mile. The widths to be given are as follows: For graded and drained roads (type C), the width

The widths to be given are as follows: For graded and drained roads (type C), the width shoulder to shoulder; for all surfaced roads (types D to M), the width of the surfaced roadway.

**Description of form.**—This form is divided into two parts.** The left-hand portion (cols. 1 to 6) is provided for recording information regarding all dual-type roads on the system. The right-hand portion (cols. 7 to 15) is provided for recording information regarding all divided highways on the system.

It should be noted that the road mileage to be reported and described on this form is not additional to the mileage to be reported on Forms SM-4 and SM-5. Form SM-4 should account for all mileage on the system, including the mileage of dual-type roads and divided highways reported on this form.

highways reported on this form.

Note.—In case roads reported on this form as divided highways also conform to the definition of dual-type roads information regarding these roads should be reported both under "Dual-type roads" and under "Divided highways."

#### DUAL-TYPE ROADS

Definition.—The term "Dual type" should be applied to a surface of one type widened by a surface or surfaces of a different type sufficient in width to add at least one traffic lane to the road. For the purposes of this definition, 8 feet is regarded as the minimum width

Method of listing.—The total mileage accounted for in column 6 should equal the total mileage reported in column 27, Form SM-4, as the existing mileage of type M, dual type, on the system at the end of the year. The data should be compiled in the form of a descriptive list of dual-type roads. It is permissible to group together on a single line of the form the total mileage of dual-type roads on the system having the same combination of road types and the same widths of each type. It may be found more convenient, however, to devote each line to the description of a single section of dual-type road.

Data to be compiled—Two pairs of columns are given under the headings "First type"

Data to be compiled.—Two pairs of columns are given under the headings "First type" and "Second type" for recording the type symbol and width in feet of the two surface types of which the dual-type road is composed. It is recommended that if the two surface types are of different width the description of the type of greater width be entered under the heading "First type." The relative position of the two surface types on the road need not be recorded on the form. For example, if a road consists of 10 miles of 20-foot bituminous penetration road widened with 11-foot concrete lanes on either side, the entries in columns 1 to 6 should be as follows:

ordinary 1 to a should be as ronows.	-
Column 1 (type symbol)	J
Column 2 (width)	22
'Column 3 (type symbol)	H
Column 4 (width)	20
Column 5 (total width)	42
Column 6 (length)	10

The mileages reported in column 6 should be added and the total entered at the bottom of the form, to check with Form SM-4.

#### DIVIDED IHGHWAYS

Definition.—A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. In some cases it will be found that two roadways carrying opposite streams of traffic are separated by a considerable distance, perhaps several hundred feet. Such roads should also be reported as divided highways. should also be reported as divided highways.

Method of listing.—The data should be compiled in the form of a descriptive list of divided highways. It is permissible to group together on one line the total mileage of divided highways for which identical descriptive entries can be made in columns 7 to 14. It may be found more convenient, however, to list and describe each divided highway

Data to be compiled.—In order to allow for the possibility of at least three roadways separated by dividing strips, three pairs of columns are provided for recording the type and width of each divided roadway. Ordinarily only the first two pairs under the headings "First roadway" and "Second roadway" will be needed. In case there are more than three divided roadways it will be necessary to make a special description, using additions vertical space on the form.

In each pair of columns used the divided roadway should be described by type symbol and width in feet. The total width of surfaced roadway should be entered in column 13, the average or prevailing width of the dividing strip or strips in column 14, and the length of the road in miles in column 15. For example, a 10-mile road, consisting of two 20-foot concrete roadways separated by a 30-foot dividing strip would be reported as

Column 7 (type symbol)	J
Column 8 (width)	20
Column 9 (type symbol)	J
Column 10 (width)	20
Column 13 (total width)	40
Column 14 (dividing strip)	30
Column 15 (length)	10

In case one or more of the divided roadways is of dual type it will be necessary to me three lines to report the given road. The type symbols and widths of the two surface composing the divided roadway should be recorded on two successive lines, and the total width of the roadway should be given on the third line.

The length in miles to be reported in column 15 should, under ordinary eircumstances, be the length as measured at the center of the dividing strip. In case the roadways are separated by a considerable distance or for some other reason the above method is impracticable, the average length of the two or more divided roadways should be recorded.